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Evaluation of the Vehicle Radar Safety Systems' Rashid Radar Safety Brake Collision Warning System

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Final Report

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PREFACE

This report was prepared by the U. S. Department of Transportation, Transportation Systems Center for the National Highway Traffic Safety Administration's Office of Crash Avoidance (NRD-50). The work was performed at TSC by the Operator Performance and Safety Analysis Division (DTS-45). The author wishes to thank Dr. Jose Bascunana and his colleagues in the Office of Crash Avoidance for their thoughtful criticisms and suggestions.

The author is also grateful to Chris Wood and John Bastow of TSC for their support in developing software for data analysis and graphics and to Dr. E. Donald Sussman and Robert Walter for their help in test driving and in reviewing this document.

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EXECUTIVE SUMMARY

The Vehicle Radar Safety Systems, Inc. anti-collision system (VRSS) is designed to warn drivers of impending crashes with radar-reflective objects in front of them travelling in the same direction. It consists of a K-band-radar transmitter/receiver mounted in the front grill, a signal processor box installed wherever convenient, a speed sensor, and a dashboard-mounted display. Using both analog and digital circuitry, the radar echo from its narrow beam is analyzed for range and closing rate to targets. As large metallic objects such as vehicles are approached, various warning lights are illuminated. If the approach continues, a warning beeper sounds. The system is designed to ignore targets for which the closing rate is 30 mph or more in order to eliminate false alarms from road signs, etc. Hence it provides no reliable protection against vehicles emerging from side streets, nor against collision with on-coming vehicles. Stopped vehicles are detected only when the VRSS-equipped vehicle is travelling at less than 30 mph. Non-metallic objects such as pedestrians produce no warnings.

At the request of the NHTSA Office of Crash Avoidance Research, Mr. George Rashid, Jr., President of VRSS, agreed to lend two test units and arrange for their installation in NHTSA-owned cars. The evaluation was conducted by the Transportation Systems Center.

The evaluation was divided into two phases. In the first, one of the test vehicles was driven about 3000 miles by the author and other TSC personnel on public roads. The performance of the VRSS unit was observed in the course of approaches toward thousands of vehicles. This vehicle was equipped with a police-radar speed gun modified to show closing speed, an accurate digital speedometer, auxiliary displays for the VRSS, a brake-pedal-status indicator, and a video system to record all of the above along with a stopwatch display and a view through the windshield. By playing back the several hours of accumulated video tape in slow motion, one could gain a clear understanding of the behavior of the VRSS. About twenty-five minutes's worth of excerpts from this video tape have been copied onto a tape which complements this report.

Based on the qualitative observations, it was concluded that the VRSS usually detects vehicles in time to provide a useful warning of imminent' collision so long as the closing speed is not too great. It can substantially reduce the probability of striking a leading vehicle when ones attention is distracted from the road ahead. During merges onto busy highways, when a driver is frequently looking over his left shoulder, the VRSS is particularly valuable in warning if a leading vehicle slows. In approaching other vehicles at Interstate highway speeds, the VRSS gave adequate warning of impending collisions in almost all cases when the closing rate was under 10 mph. However, at 20

mph closing speed, about half the time it was necessary to initiate evasive action before the VRSS generated an audible warning.

In lower-speed driving environments, especially stop-and-go urban travel, the warning beeper is triggered much more frequently than in highway driving. While these warnings are caused only by vehicles in ones path, i.e., they are actually not false alarms, they are usually superfluous because they occur when one is already braking.

The principal objective of the second stage of the evaluation was to assess the performance of the VRSS device quantitatively. Procedures were devised to permit measurement of the exact time and distance from target at which the VRSS unit produced its various warnings as each of more than 350 vehicles was overtaken in the course of several hours' driving on Interstate highways. Performance measures derived from these data included: (1) probability of warning prior to the initiation by the test driver of braking or lane-change as a function of closing speed for all vehicles encountered and by vehicle class, (2) average warning time in seconds prior to impact, and (3) average distance from target the moment warning was given, Although data were recorded from the warning lights as well as the beeper, only the latter was scored because the TSC drivers found the lights were too small and too dim to be effective in daylight conditions. .

Usable data were generated for 237 cases. Virtually all of the trucks prompted audible warnings from the VRSS before it was necessary to begin braking or lane-changing. However, for about a sixth of the passenger-car targets, audible warnings occurred only after a corrective maneuver was initiated.

To avoid actually colliding with targets during the road tests, lane changes rather than braking were used in most cases. Had only braking been permitted, when the target was also braking the audible warnings given by the VRSS would have come too late in a higher percentage of the cases. The VRSS beeper provided adequate warnings (i.e., occurring before it was necessary for the driver to take action) for braking over the full range of closing speeds only when road speeds below 30 mph were combined with dry pavement and driver reaction time of about one second. On dry pavement at highway cruising speeds, audible warnings were sufficient for braking only about 60% of the time for 5 mph closing speeds and slightly less than half the time for 10 mph closing speed. However, if degraded conditions, such as wet pavement, were assumed, calculations of required braking distances show that the VRSS beeps would provide adequate warning only for closing speeds of 5 mph or less combined with low road speeds. For icy roads or seriously impaired drivers, the VFW would provide no useful warnings whatsoever.

All of the data cited above were based upon tests of a single unit, as installed, adjusted and delivered to NHTSA by VRSS, Inc. and road tested by the firm's chief engineer shortly before data collection began. The second vehicle was intended only as a back-up and was not required. Different results might have been obtained with a different unit, or by readjusting the sensitivity and alarm-delay controls of the tested unit. Conducting the tests at some other locale with a different proportion of poor-reflecting vehicles, or with different road contours could also have produced significant changes in various performance measures as discussed in Section 5 of this report.

Other conclusions of the study may be summarized as follows:

- In most cases, when a moving vehicle is being overtaken on a collision course at closing speeds of less than 25 mph, the VRSS will provide a timely audible warning. The probability is very high for a truck, but is reduced for a passenger car, especially one with narrow, vertical tail-light reflectors.

- At highway speeds, the VRSS does not respond to fixed or slow moving vehicles crossing perpendicular to the path of the test vehicle, nor to vehicles being over-taken at speeds of more than 30 mph.

- Averaged over all of the 237valid cases, audible warnings occur at least three seconds before possible impact. At closing speeds below 10 mph, warning time increases to five seconds or more.

- The average distance to target at which audible warnings occur ranges from around 60 feet at speeds below 50 mph to about 130 feet at 72 mph, and also increases with closing speed.

- Road curvature, crest, sag or any other condition resulting in misalignment between the centerlines of the target and test vehicles by more than a few feet can severely reduce warning time or eliminate beeping completely.

The effects of the VRSS on driver behavior and the effects on the VRSS of environmental factors such as precipitation and electromagnetic or radio-frequency interference were not investigated.

1.0 INTRODUCTION

This evaluation of the Vehicle Radar Safety Systems' anti-collision device (hereafter VRSS) was undertaken by the Operator Performance and Safety Analysis Division of the Transportation Systems Center at the request of the National Highway Traffic Safety Administration's Office of Crash-Avoidance Research.

While the NHTSA Office of Research and Development has a longstanding interest in the evolution of anti-collision systems, it must be recognized that the device under test in this project received no government funding. Its development was initiated by the late George Rashid, Sr., who founded Vehicle Radar Safety Systems. This evaluation was sought by NHTSA, which negotiated arrangements for the tests with Mr. George Rashid, Jr., the current president of the firm. Two collision warning systems were loaned to the government and installed in government-owned vehicles by VRSS. Mr. William D. Goodson, Chief Engineer for VRSS, visited TSC to inspect the installation, ascertain that the unit to be tested was operating properly, receive a briefing on the evaluation procedures and discuss design objectives.

The manufacturer has developed two versions of the product, one of which provides only warnings of impending collisions while the other also applies braking. Only the former was evaluated in this-project.

1.1 Purpose of the Rashid Anti-collision System

Before beginning discussion of the goals of this evaluation, it is useful to consider the design goals of the Rashid device. Its purpose is to warn drivers of radar-reflective objects of significant size in the path of their vehicles. It is intended to operate successfully under all weather conditions.

In order to avoid false alarms from vehicles in adjacent or opposing lanes of traffic the beam width was designed to be quite narrow. In practice, this choice of beam width reduces detection range on curving roads.

False alarms are also minimized by restricting operation of the system to vehicle speeds greater than about 10 mph and closing speeds of less than 30 mph. The system does not begin operating until vehicle speed rises above 10 mph which prevents false alarms in low-speed turning maneuvers as in parking lots. It cuts off as vehicle speed drops under 10 mph to shut off the beeper when approaching stopped cars at a red light. At highway speeds, stationary objects, such as road signs, can not cause false alarms because they are excluded by the 30 mph closing speed criterion.

The Rashid system protects chiefly against rear-end collisions with the vehicle ahead. It was not intended to warn of vehicles entering the roadway from side streets, The prime objective in its design is to warn the driver who is drowsy or whose attention has been distracted away from the road ahead that a leading vehicle has begun slowing down.

1.2 Description of the VRSS

The Rashid Collision Warning System consists of four separate assemblies: (1) a miniaturized radar transmitter/receiver (shown mounted in the grill of the test vehicle in Figure 1.2-I); (2) a signal processor box (shown mounted under the hood in Figure 1.2-2); (3) a dashboard display with four light-emitting diodes (LED's) and a beeper (shown attached to the dashboard in Figure 1.2-3) and speed sensor pick-up coil (shown mounted adjacent to a ring of magnets on the drive shaft in Figure L2-4). The system is ordinarily wired to the ignition switch so that it is automatically enabled whenever the vehicle is in use. At the owner's option it may also be wired with a separate switch.

In operation the green LED lights whenever the vehicle's speed exceeds approximately 10 mph to show that the radar is active. The yellow LED illuminates only if a vehicle or other large metallic object is present directly ahead and within a certain distance, This distance varies with speed, with the microwave reflectivity characteristics of the object and also with the settings of certain adjustments made by the dealer during the installation process.

If a target vehicle is within detection range and getting closer one or (usually) both of the red LED's on the display will glow. The LED labelled "Warning" is designed to trigger before the 'Danger" LED but in many cases they come on simultaneously.

Unless the driver quickly reduces the rate of closing speed by braking or taking evasive action, a warning beeper will be triggered shortly after the "warning" LED. The time delay depends on the rate of closing speed and also upon the "time-delay" adjustment set by the dealer during installation. This beeper is two-tone device and produces a sound pressure level of about 102 dB (A-weighted) at the case or about 88 dB (A-weighted) at the driver's ear. This sound is clearly audible above any engine noise or even very loud stereo systems. The level is not user adjustable.

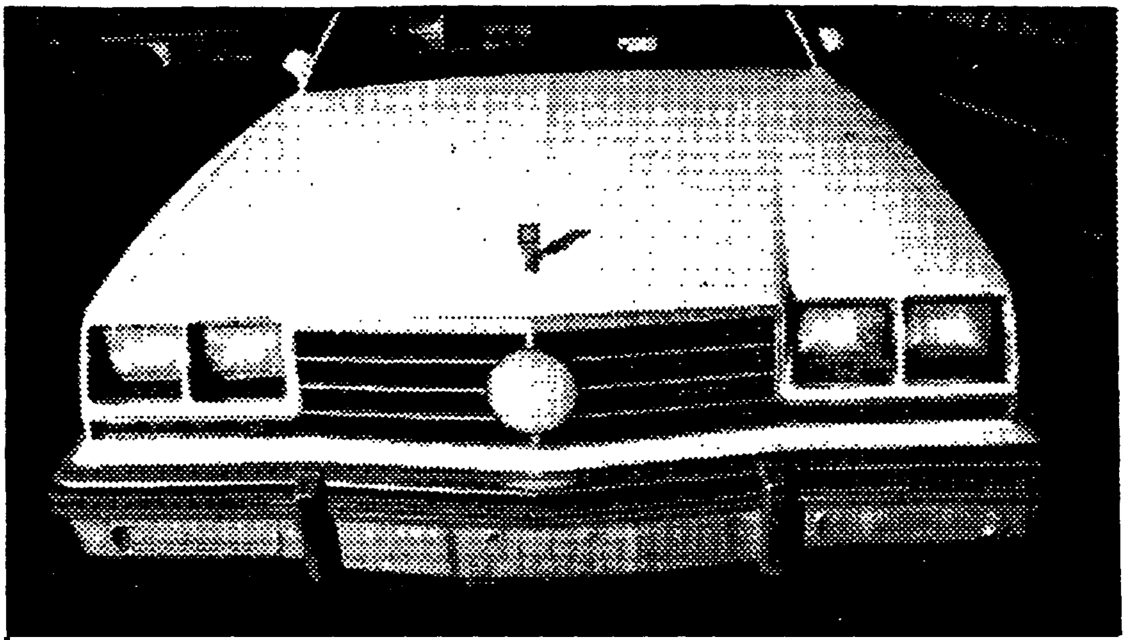


Fig. 1.2-l: VRSS Mounted in hick LeSabre

Fig. 1.2-2: Signal Processor

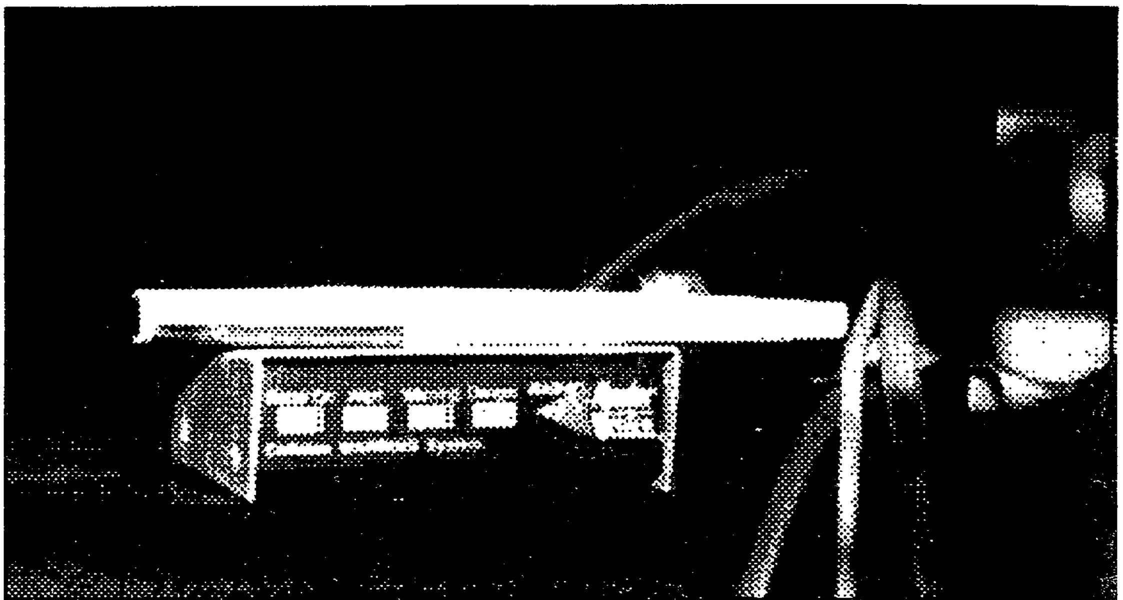


Fig. 1.2-3: Dashboard Display

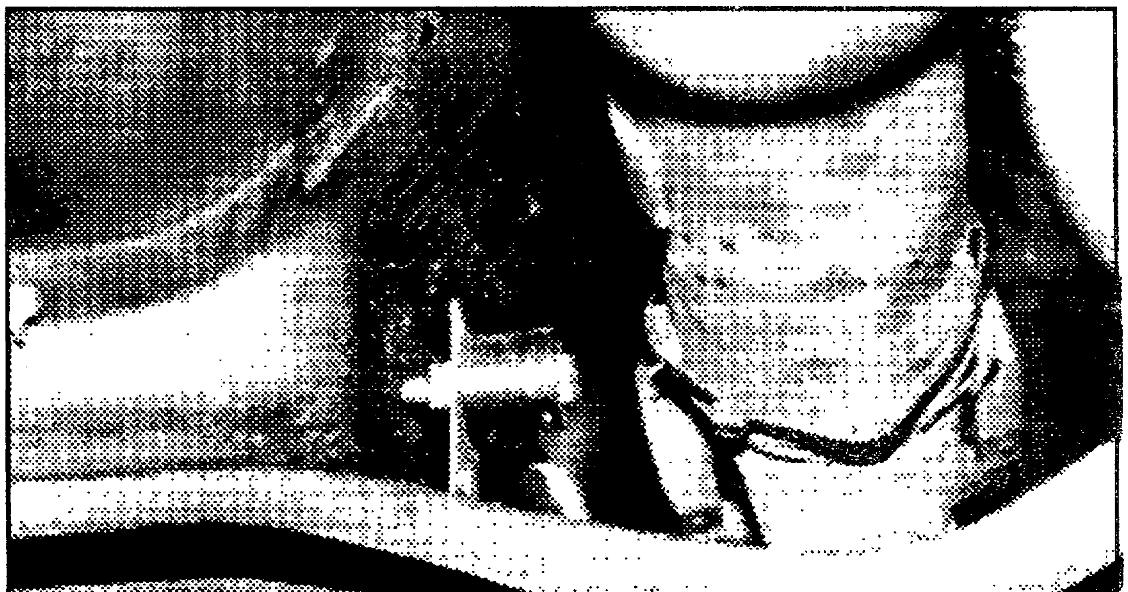


Fig. 1.2-4: Speed Sensor Pickup Coil

2.0 DRIVERS' EVALUATION

The purpose of this first task was to establish a general qualitative understanding of VRSS operation and to determine parameters for subsequent quantitative evaluation. In the course of at least 3,000 miles of test driving on city streets and limited-access highways, TSC personnel observed the performance of the VRSS unit. Particular attention was devoted to any instances of false alarms and failures to warn of impending collisions. Driver comments on the adequacy of displays and audible warning devices, superfluous alarms, etc. were also noted.

All of the following situations were included in this driving: (1) oncoming traffic in adjacent lane during turning maneuvers of the test vehicle, (2) surrounding traffic merging into and out of the lane of the test vehicle, (3) test vehicle merging into and out of traffic streams, (4) lane-straddling targets, (5) stationary targets outside the collision course, and (6) approaches to targets in the test vehicle's lane at a wide range of closing speeds.

2.1 Procedures

Most of the test-driving mileage was done during a series of round trips between Cambridge, Massachusetts and Warwick, Rhode Island. Most of the mileage was accumulated on Interstate 95, but various urban streets and arterials were travelled as well. Altogether, more than 3000 miles of driving were accrued.

In the course of this driving, many hundreds of vehicles were approached. Closing speed was deliberately varied over the range from one mile per hour to more than 20. Higher closing speeds could be tested only in light traffic when there was adequate room for evasive maneuvers.

Initially a primary purpose of the project was to discover under what conditions a radar warning system might produce false warnings. However such false alarms almost never occurred except for the superfluous warnings while braking for stopped vehicles in urban driving. Instead the evaluation focused primarily upon the adequacy of warnings in various conditions.

Several hours' of video tape, recording approaches to more than 200 vehicles, were produced. These tapes included a continuous stop watch display as well as readouts of test vehicle speed and closing rate to target. This instrumentation is described in greater detail in Section 3.2. By reviewing this tape in slow motion or freeze-frame one could easily determine precisely how much warning time the VRSS unit provided prior to the commencement of a braking or lane-change maneuver.

2.2 Performance in Various Driving Environments

It was hypothesized that the VRSS might be susceptible to frequent false alarms caused by vehicles in adjacent and/or opposing lanes, signs and other roadside appurtenances, debris, precipitation, etc. Were this the case, performance would be strongly affected by traffic density and the roadside environment. Hence the test driving program was planned to include a wide variety of situations. In the course of some 3,000 miles of testing, all of these were encountered. However, as will be explained and documented below, VRSS false-alarms, i.e., those occurring when no vehicle was present directly in front of the test vehicle, were not significant under any circumstances and the vast majority of the video taping was confined to interstate highway driving. Superfluous alarms, i.e., those sounding after braking had already commenced, were common in urban driving and were described as annoying by the TSC test drivers,

In the following discussion of VRSS performance, frequent statements occur relating to whether the warning of impending collision was adequate or inadequate. By “adequate” the author means that the audible alarm (beeper) triggered prior to the onset of braking or the beginning of a lane-change maneuver. At the higher end of the range of closing speeds, i.e., greater than 15 mph, this evasive maneuver usually had to be delayed to under five seconds before impact would have occurred. Quite often at these speeds, only a lane change maneuver would avoid collision within the warning time given by the VRSS. That is, some of the warnings that are characterized as adequate in the following discussion would have been described as inadequate if only braking maneuvers had been allowed.

2.21 Urban Driving at Low Speeds

About a thousand miles of driving were accumulated on the heavily travelled streets of the greater Boston area over a six-month period. Most of this mileage occurred on arterials.

In discussing the performance of the VRSS in urban driving, it is helpful to differentiate between the low-speed (under 30 mph) and the higher speed environments because of the 30-mph-closing-speed cutoff filters in the system. In the low-speed situation, once. The radar became active at around 10 mph, all vehicles and other large metallic objects in the beam are detected. Furthermore, it is generally the case that when speeds are held below 30 mph, traffic is quite dense and congested. Under these conditions it is virtually impossible for large speed differentials to exist between the VRSS-equipped vehicle and others on the road. Not surprisingly, the VRSS provides adequate warnings of impending collisions nearly all the time at low speeds. The only instances in which warnings are inadequate in the low-speed environment are those in which substantial road curvature removes target vehicles from the beam area.

Because short-radius turning maneuvers are common at low speeds, situations in which detectable targets appear in the beam but not in the driver's intended path are frequent. These give rise to false-alarms. Figure 2.2.1-1 (from the Rashid Owner's Manual) illustrates one of the most familiar. In the thousand miles of test driving on urban streets, only a handful of instances were noted in which objects other than vehicles produced false alarms. These were either guard rails or metal-clad buildings directly in the path of the beam.

In the opinion of the TSC drivers, the greatest fault of the VRSS (as installed in the test vehicle) was the superfluous beeping it produced as stopped vehicles were approached with brakes applied. The Owner's Manual suggests that this may be avoided by approaching stopped vehicles more cautiously. This would require dropping below 10 mph about 60 feet back from a stopped vehicle. Such extreme caution is rarely practiced in urban traffic.

The performance of the VRSS in low-speed urban traffic is illustrated in the first six minutes of the video tape complementing this report.

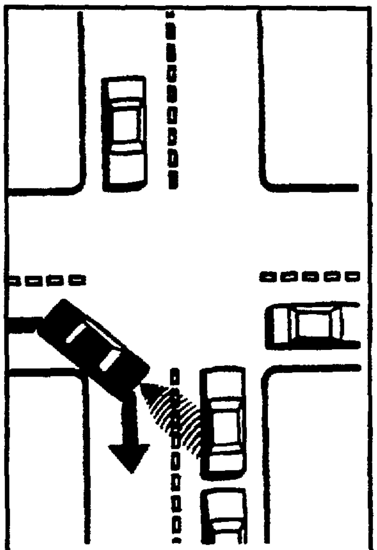


Fig. 2.2.1-1: Illustration from the Owner's Manual depicting a turning maneuver in which unnecessary warnings may occur.

2.2.2 Urban Driving at Higher Speeds

In urban traffic moving continuously at speeds above 30 mph, the annoyance of frequent beeping for stopped vehicles disappears. In this sort of driving environment, the VRSS is very effective at sounding warnings for slowing vehicles provided that the speed differential is less than 10 mph, which is commonly the case.

The major shortcoming of the VRSS at higher urban speeds is that it confers no warning at all of vehicles pulling out from side streets or parking spaces nor of vehicles which are stopped or travelling at unusually low speeds. The Owner's Manual notes these constraints under "Some Special Features you should know about." As noted in the discussion in Section 1.1, this design decision to eliminate warning of objects when the closing speed is greater than 30 mph is a deliberate one made in the interest of eliminating false alarms.

The second six-minutes of the complementing video tape illustrate performance in this environment.

2.2.3 Heavy Traffic on Highways

During heavy traffic periods on highways, the value of the VRSS is much the same as on the faster urban roads. Traffic congestion forces drivers to travel at about the same speed. Hence closing speeds are small and the VRSS almost always provides an adequate warning when a leading vehicle slows down,

By and large, the heavy-traffic driving environment is not one in which drivers are very likely to be dozing. The frequent beepings which may occur when headways are close are largely superfluous. However, there is one situation in heavy traffic in which the VRSS can be of some value. In merging into heavy traffic, a driver's attention is frequently directed over his left shoulder. In this condition a sudden slowing by a leading vehicle can easily lead to a collision. The VRSS is quite effective at preventing accidents under these circumstances so long as speed differentials are not too great.

The third six-minute segment of the complementing video tape demonstrates VRSS performance in rush-hour traffic on I-95.

2.2.4 Light to Moderate Highway Traffic

The performance characteristics of the VRSS are most easily tested at high speed in fairly light traffic. The great bulk of the video tape being shot for subsequent quantitative analysis in the second phase of this project has been made under the following conditions: (1) rural Interstate highway with three travel lanes in each direction: (2) light to moderate traffic; (3) dry or damp road surface (free from standing water). When these conditions are met, it is possible to approach other vehicles at closing speeds of 20 mph or greater with the certainty that there is plenty of room for prudent evasive actions and that no additional vehicles may suddenly appear in the path of the test vehicle.

Based on about 1500 miles travelled under such circumstances, the author offers the following observations: (1) At closing speeds of 5 mph or less, the VRSS can be relied upon for adequate warnings from nearly all vehicles on the road. (2) For closing speeds in the 5-10 mph range, the probability of an adequate warning is very high. Only a few vehicles, those with convex, sloping rear-end sheet metal. or narrow vertical tail light assemblies, are not always detected in time to provide an adequate warning. The Volkswagen Beetle and the Cadillac are among the most familiar examples of such cars. (3) As closing speeds rise through the 10 to 20 mph range the proportion of vehicles detected with adequate warning time steadily declines. At 20 mph closing speed, a substantial proportion of passenger cars do not provide sufficient warning. (4) As closing speeds exceed 20 mph, the chance of an adequate warning falls rapidly. At these speeds only large trucks and a few other vehicles which happen to be particularly good microwave reflectors are likely to be detected in time.

The final six minutes of the complementing tape are of moderate-density, high-speed traffic.

2.3. Performance with Specific Objects or Conditions

In the course of planning for this project, several particular kinds of driving maneuvers or targets were mentioned which might give rise to false alarms or conversely, go undetected. It was therefore agreed that test drivers would pay particular attention to the behavior of the VRSS in the situations described below and that their observations would be documented in this report.

2.3.1 On-coming Traffic in Adjacent Lane during Turning Maneuvers

As noted in Section 2.2.1, audible warnings from the VRSS may occur in low-speed turning maneuvers whenever large metallic objects appear in the radar beam at distances of less than about 100 feet. In intersection maneuvers beeping may ensue if the traffic in the opposing lane is stopped, but seldom if it is moving. In the latter case, the closing rate is usually above the 30 mph cutoff. In general the sides of passenger cars do not reflect microwaves as well as the front or rear surfaces. Hence, in order for beeping to arise, the VRSS-equipped vehicle must usually be quite close, i.e., within 50 feet, of the target. Overall, superfluous beeping during turning maneuvers seems to happen about 10% of the time. This fraction would be higher on narrow, congested streets with lots of parked cars near the intersections. In lower-density areas with broad streets and no on-street parking, this fraction would fall near zero.

2.3.2 Surrounding Traffic Merging into and out of Test Lane

When an object produces a sufficiently strong radar echo to be detected, the VRSS responds very quickly, that is in a minor fraction of a second. Therefore, when a leading vehicle abruptly merges into the lane of the test vehicle, its presence is indicated immediately by the yellow LED alert light if it is within range. If the speed differential between the target and the test vehicle is greater than zero and less than 30 mph, the red LED’s and beeper will also trigger. The LED’s can trigger almost instantaneously if the speed differential is substantial, say 15 mph. The beeper is delayed somewhat, depending upon the setting of the internal "time-delay" adjustment.

Should a vehicle which is producing a warning signal suddenly change lanes, the warning ceases immediately.

2.3.3 Test Vehicle Merging into and out of Traffic

The case where the test vehicle is merging in and out of other traffic is entirely symmetrical with the above. Vehicles within the detectable range produce immediate alerts, Additional warnings and beeping begin almost immediately if the closing rate is substantial.

2.3.4 Lane-Straddling Vehicles

Since the VRSS beam width appears to be only a few feet, a target vehicle can become undetectable by travelling well off the lane center. The amount of displacement from the centerline of the beam required to escape detection varies with the reflectivity characteristics of different vehicles, ranging from about three feet to six feet. Thus if the test vehicle were to overtake an off-center target, the two might collide without any warning from the VRSS under some conditions. Even if the target vehicle were initially far enough off-center to allow clearance, such a lane-straddler may swerve back to normal lane position at any moment. Although it would then be detected, the warning might come too late. Hence, the VRSS should not be relied upon in this situation.

2.3.5 Stationary Targets Outside the Collision Course

Because of the narrow beam width of the VRSS, there was not a single instance of an object not directly in front of the test vehicle producing an alarm. In instances of road curvature or turning maneuvers, stationary targets could produce beeping under the following conditions: (1) test vehicle speed between 10 and 30 mph; (2) metallic target large enough to reflect substantial microwave energy, generally vehicles or metal bujldings; (3) target close to course of test vehicle, generally less than 50'.

2.3.6 Pedestrians and Cyclists

The VRSS does not respond to non-metallic objects such as pedestrians. Bicycles do not reflect enough microwave energy to be detected at any useful range. No instances of warnings from either of these were noted at any time during the test driving.

2.3.7 Motorcycles

Most of the test driving was conducted during the colder months of the year. Hence motorcycles were much less common than in the summer or in warmer climates. Only one encounter with motorcycles was recorded during the entire 3000 miles of test driving. In that instance, a side-by-side pair of Harley-Davidsons, both fitted with large luggage carriers, was detected at a distance of more than 100', which provided more than ample warning. Whether the VRSS provides sufficient warning for smaller machines travelling alone remains to be determined.

2.3.8 Precipitation

Because water droplets are both absorbers and reflectors of microwave energy, it has been hypothesized that VRSS performance could be degraded in foul weather. However no such degradation was observed during any of the test driving through light rain and light snow. Unfortunately, no heavy or even moderate precipitation was encountered. Because such weather is comparatively rare in the Boston area and because high-closing-speed approaches to other vehicles could not be driven safely under those conditions, it is not likely this question can be settled through road testing.

3.0 INSTRUMENTED MEASUREMENTS

3.1 Objectives

The primary objective of the second phase of the project was to assess quantitatively the ability of the VRSS device to warn of impending collisions in time for the driver to take evasive action. Initially, it was suggested that such tests should be carried out using standard radar reflectors as fixed targets with known cross-sections. However, during Phase I, it became apparent the radar reflection characteristics of different vehicles vary enormously. Although passenger cars may on the average be approximated by a standard one-square-meter target, such a test would give misleading results because the vehicles with much different effective cross-sections would not be represented. Defining an appropriate distribution of radar-cross-sections to match that of the actual vehicles in use would vastly exceed the scope of this project.

Three aspects of VRSS design also serve to frustrate attempts to test it against fixed targets: (1) the low-speed cutoff prevents testing at speeds below 10 mph, which are in fact the closing speeds most commonly experienced in highway driving; (2) the anti-false alarm circuits eliminate responses to targets being approached at 30 mph or more; and (3) the effective detection range varies with road speed and closing rate. Because of these constraints, testing against fixed, standardized targets was rejected as impractical.

Instead, the first objective of this testing was the determination of the probability with which the VRSS could provide warning of impending collision prior to the initiation of evasive action as various vehicles were overtaken at closing speeds ranging from less than two to more than 20 miles per hour, It was recognized that the decision about when evasive action must be taken is subjective. Hence additional rating scales, described in Sections 4.2 and 4. were also devised. All of the scoring was based on the audible warnings from the VRSS, since it was the consensus of theTSC drivers that the LED's were not useful in day light.

From the Phase I testing it was already apparent that the VRSS unit could provide such warnings with near certainty when the target vehicles reflected a strong signal or when the closing speeds were low. Conversely, it was noted that a few specific make-model vehicles were seldom detected in time for the VRSS to provide a useful warning, apparently because the design of their taillight reflectors is such that they do not return very much energy at the operating frequency of the VRSS. Likewise, high speed differentials and/or substantial misalignment of vehicle centerlines could be expected to result in a reduced probability of timely warning from the VRSS.

Since the probability distributions of warnings referred to the onset of evasive action depend upon the driver's judgement as to when evasive action must be taken, a more objective set of measures is also needed. Thus the second objective was the determination of the probability distribution of warning time in seconds prior to impact. Again these distributions would vary with closing speeds and target reflectance characteristics.

Thirdly, an evaluation of whether the VRSS could provide useful warnings on wet or icy roads and in situations in which braking was the only available response was performed. These performance measures were calculated from the dry road data.

3.2 Instrumentation

The test vehicle was fitted with two video cameras and a recorder. The camera outputs were combined in a special effects generator to provide a continuous "through-the-windshield" view in the upper half of the picture, while the lower half showed the displays of various instruments. These included: a digital speedometer for the test vehicle, a police radar gun aimed to show closing speed with the vehicle just ahead, a stopwatch and six pilot lights indicating the status of the three levels of warning from the VRSS unit, the beeper, brake-pedal actuation and a driver-controlled event marker. Driver comments and beeper signals were recorded on the audio tracks. Figure 3.2-l shows all of the instrument displays except the stopwatch, which is internally generated by the video camera. The right front seat of the test vehicle with both the instrumentation and the video gear installed is depicted in Figure 3.2-2 with an example of the combined video output in Figure 3.2-3.

The VRSS dashboard display unit was placed inside a custom-built interface which contained four phototransistors to monitor the status of each of the LED's and a microphone and tonedetector circuit to monitor beeping. The outputs of these circuits were fed to two repeater displays. One repeater was mounted on the dashboard for convenient viewing by the driver. The other was placed before the instrumentation camera, as noted above.

Because the configuration of instruments and video cameras used required a distance of 44" from windshield to headrest (see Figure 3.2-2) as well as a smooth ride to prevent jiggle in the picture, only the 1980 Buick LeSabre was used in the evaluation. The second vehicle fitted with a VRSS unit, an AMC Spirit, could not accommodate the test equipment. It was given only two cursory test runs totalling about 10 miles. The performance of its VRSS system seemed similar to that in the Buick.

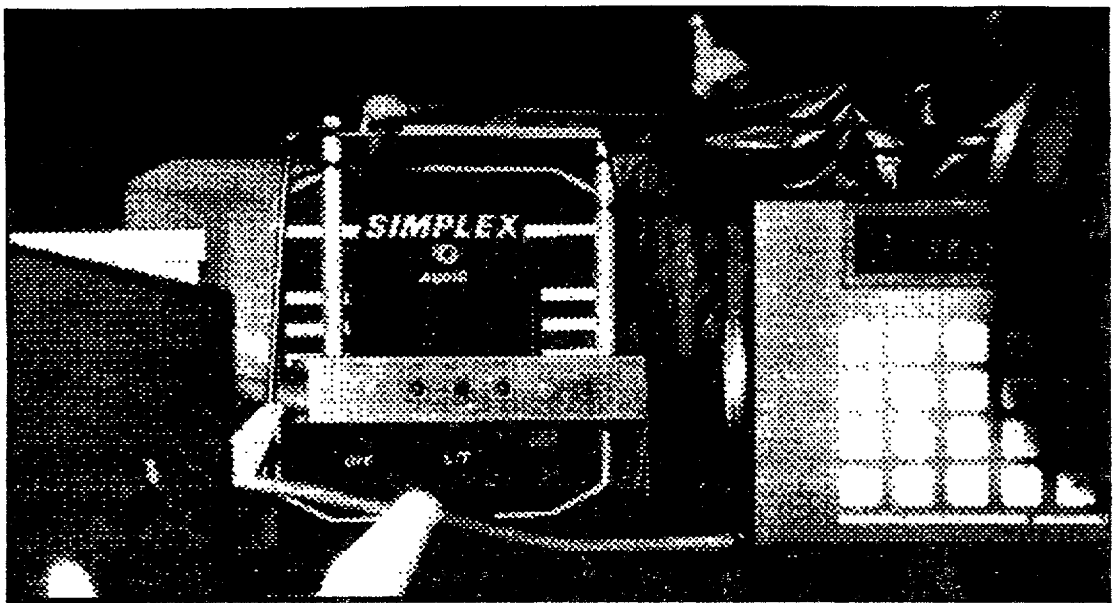


Fig. 3.2-1: Close-up View of Instrument Displays

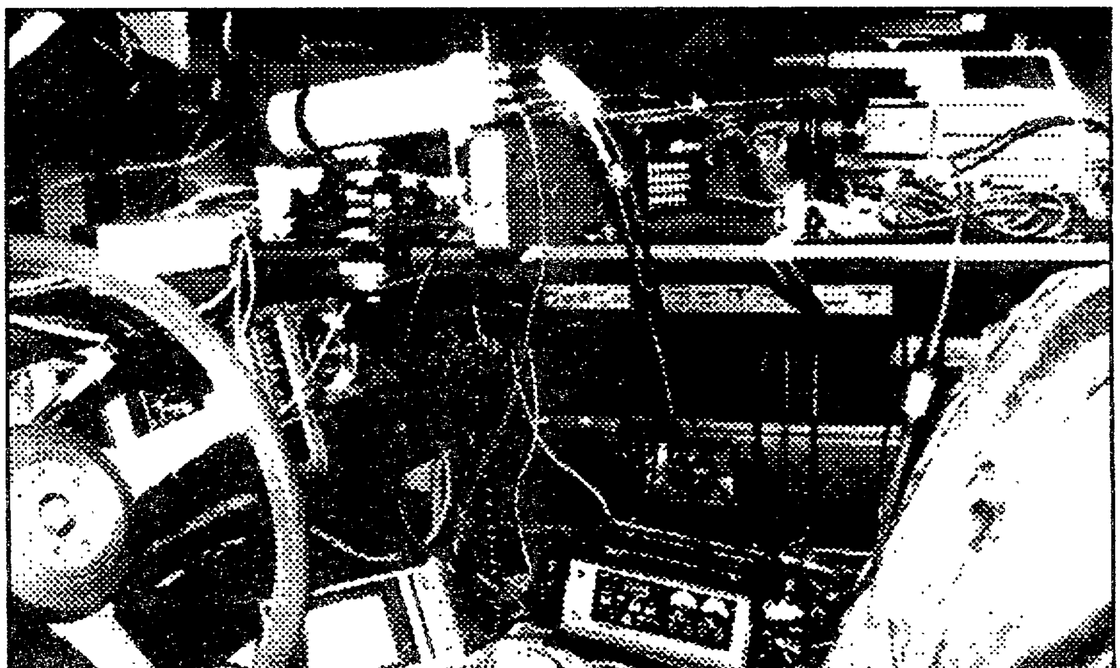


Fig. 3.2-2: Data Collection Equipment

Fig 3.2-3: Example of Video Frame wi**th "Through -the-Windshield"View and Instrumentation Displays**
Displays in photo are: (1) speed gun; (2) stopwatch, (3) Warning LED'S;(4) Micron Surveyor.

3.2.1 Optical/Video System

The "through-the-shield" view was provided by a Panasonic WV-132 color CCD surveillance camera. This type of camera is essential for this application because it combines the small physical size and low weight required to fit into the available space with immunity to damage from facing directly into the sun and with the capability to accept external synchronization signals necessary for split screen images. It was fitted with a fixed, 25mm lens, whereas the normal lens for this camera is 16mm. Thus a moderate telephoto image was produced. A vehicle 20 feet ahead filled about three-quarters of the screen from side to side, while one at 180' occupied only about 10% of the frame width.

The optical/video system was calibrated according to the following formula:

$$R = F * (1 + (Wt/Wi)) - Lh$$

where
R = range in feet from front of car
F = factor representing product of focal length & video magnification
Wt = width of target
Wi = width of image on monitor
Lh = distance from front of car to camera

The value of F was measured at nine points in 20' increments ranging from 20' to 180' using a stationary, 70"-wide Plymouth Voyager van as the target. Because it would be unsafe to approach target vehicles as close as 20 feet at highway speeds, the data for that distance were not used in calculating the average value of F, which was 2.305. The data were:

True Range (ft)	Image Width (mm)	**F-Value**	%Deviation from avg
20	154	2.15	-6.7
40	89	2.24	-2.8
60	63	2.29	-0.7
80	49	2.33	+1.1
100	39	2.30	-0.2
120	33	231	+0.2
140	28	2.36	+ 2.4
160	24	232	+0.7
80	22	2.29	-0.7

These errors derive mainly from non-linearities in the video hardware.

The instrumentation camera was a Panasonic WV-3250/8AF. The only important selection criteria for this camera were its ability to generate internally a stop-watch display and its wide-angle macro lens,

Both cameras were mounted to a sheet of three-quarter inch Baltic Birch plywood which had been custom cut to fit firmly in place between the windshield contour and the seatback headrest. The "through-the-windshield" camera was cantilevered so that it was located exactly on the vehicle center line and supported on a Bogen 3025 head for three degrees of freedom in aiming. An additional support for the rear of this camera was custom-fabricated in order to prevent jiggle when the vehicle was in motion. The other camera was simply screwed to the plywood sheet.

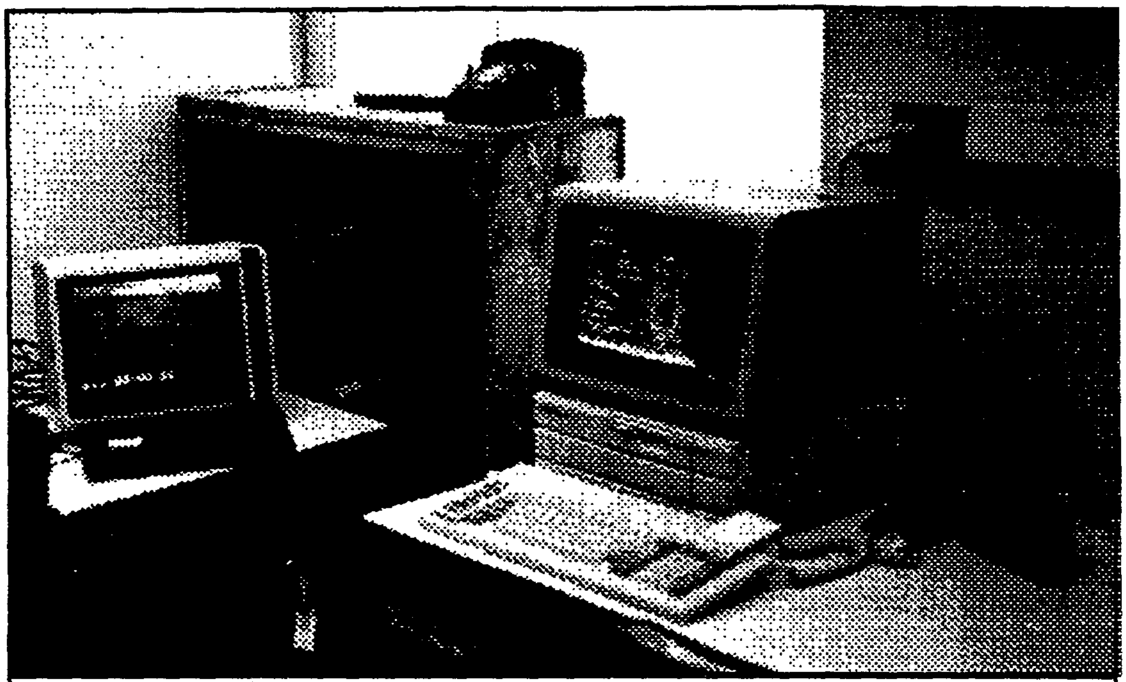


Fig. 3.2.1-1: Data Entry Equipment

The two camera outputs were combined in a Vidicraft SEG-200 special effects generator so that the "through-the-windshield" view occupied the upper two-thirds of the screen while the instrument view filled the lower portion The SEG-200 was modified for 12 volt, DC operation.

A Panasonic AG-6400 portable VHS recorder was used in the test vehicle. The driver's comments were recorded on one of its audio tracks while the beeper signals from the VRSS interface (described below) were on the other. The recording was monitored on a Panasonic CT-500V 5" unit.

All of the video gear was powered from the vehicle's electrical system through a custom-built electrical filter and distribution box using standard XLR series connectors. Components lacking such connectors as supplied by the manufacturer were modified accordingly. .

For playback and data entry, a Panasonic AG-1950 VCR was used, because of its editing features including several slow-motion speeds and frame-by frame stepping controlled by a "jog/shuttle" ring, which are essential to efficiency in the data entry process.

A Panasonic TR-120 computer display was used as a video monitor for playback. This monochrome unit was preferred over the usual color monitor because its higher resolution allowed slightly better accuracy in measuring the width of objects on the screen.

The data entry playback system along with the personal computer used for data entry are shown in Figure 3.2.1-I.

3.2.2 Digital Speedometer

The road speed of the test vehicle was measured by a Micron Surveyor. This miniature instrument senses vehicle speed by means of a pick-up coil mounted near one wheel together with a pair of magnets attached to that wheel. Once calibrated to the left-front tire of the test vehicle, its accuracy was found to be within plus or minus 0.5 miles per hour when compared with a Nucleus Corp. fifth wheel which had recently been factory calibrated to NBS standards.

3.2.3 Police Radar Gun

Speed of approach to target vehicles was measured by two independent techniques. In the first it was calculated by dividing the difference between successive range measurements from the optical system by the elapsed time. There is an expected error of several percent in these range measurements. The elapsed time between range measurements is subject to quantization error for standard video which is 0.033 seconds. That is, even though the stopwatch shows time in increments of 0.01 seconds, only every thud or fourth reading is available on the video tape because each frame takes 0.033 seconds, Since many of the measurements were only a fraction of a second apart, the quantization error can introduce significant additional discrepancy.

Therefore a second technique to measure target closing speed was devised using a First American Research K-band police radar gun Because these guns are designed to blank their displays when the detected speed is less than 1.7 mph, the normal filters were replaced with those from an X-band gun which lowers the cutoff speed to 5 mph, Thus modified, the gun was installed in a cutout in the plywood panel a-long with the other instruments.

Due to the behavior of the filters and automatic gain control circuits in a radar gun, the speed displayed varies with conditions. In general the filters are designed such that when multiple targets are present, the highest speed differential will be read out. However a very strong signal from a nearby target can override one from a more distant target even if the latter has a higher differential speed. In practice, this means that a radar gun mounted in moving vehicle will usually show that vehicle's road speed if there are no other vehicles within a few hundred feet. If other vehicles are being overtaken, the speed displayed will usually be the differential with respect to the slowest of them. However, if the target is within three car lengths and especially if it is a large truck, it may mask the beam so that the speed displayed will be correct even if there are slower vehicles in adjacent lanes. Furthermore the output is smoothed by filter with a time constant on the order of one second. Hence if the closing rate is declining rapidly, the readout will overstate the true rate at a given instant and conversely. Finally, the display is often blank because the speed differential with a nearby target is less than 5 mph.

In light of the problems with both methods to closing rate measurements, data from both methods were recorded. A set of decision rules was incorporated in the data analysis process (described below) to determine which measurement would be used in each of the hundreds of approaches to target vehicles.

3.2.4 VRSS Interface

Under the terms of the agreement between NHTSA and VRSS, no modifications of the VRSS device were permitted. This clause prohibited normal direct electrical connections of VRSS outputs to recording instrumentation. Hence the VRSS dashboard display unit was placed inside a custom-built interface which contained four phototransistors to monitor the status of each of the LED's and a microphone and tone-detector circuit to monitor beeping. The interface was also connected to the brake light circuit so that brake applications could be monitored. The outputs of these circuits were fed to two repeater displays. One repeater was mounted on the dashboard for convenient viewing by the driver. The other was placed before the instrumentation camera, as noted above.

3.3 Data Collection

All data collection was performed on interstate highways with a least three travei lanes in each direction. Light to moderate traffic densities allowed collection of the greatest volume of data per unit time and also permitted higher closing speeds.

At the beginning of each data recording session, date, location and direction of travel were recorded on the tape.

The test vehicle was driven at speeds of five to twenty-five miles per hour faster than the target vehicles but within the normal speed envelope of the road. As each target was passed, its make, nameplate and size class were spoken into the driver's microphone and recorded by the VCR. A comment on the adequacy of the warning provided by the VRSS was also made.

Several hours' of video tape, recording approaches to more than 350 vehicles, were accumulated. By reviewing this tape in slow motion or freeze-frame one could easily determine precisely how much warning time the VRSS unit provided prior to the commencement of a braking or lane-change maneuver,

3.4 Data Entry

The data-entry clerk was instructed to read time, test-vehicle speed, closing speed (if available from the radar gun), status of various indicators, target-width and driver-response data from several frames in the approach to each target vehicle. The first frame read was that in which the yellow "ALERT' LED on the VRSS switched on. The second frame corresponded to the onset of illumination of the red "WARNING" LED. The third was associated with the "DANGER" LED. Since the "WARNING" and "DANGER" LED's came on simultaneously more often than not, these two lines were often combined. The fourth (or third) line marked the start of beeping. The last line of data for each case was taken at the moment either braking or lane-change was initiated. The former was signalled by an LED on the repeater display while the latter had to be judged by the data-entry clerk based on the "through-the-windshield" view. Some cases did not include one or more of the warning lines because the VRSS failed to generate them before evasive action was necessary.

As noted in the statement of objectives, only the audible warning was counted in scoring performance of the VRSS. The other levels of warning were used only as convenient reference points for range measurements The full data set remains available to other analysts who may wish to score performance on the basis of the visual warnings.

Figure 3.4.1 shows au example of a completed data entry screen for one line using a relational database software package called "Rbase System V." Four lines of input data associated with the approach to one vehicle appear in Figure 3.42,

```
 Edit  Save  Add new  Delete  Reset  Previous  Next  Quit

NEW OBSERVATION : Y
   MAKE                       MODEL                    SIZE-CLASS
 OLDSMOBILE                  CUTLASS                 ----------->3
   TIME                       DISTANCE
HR   MIN   SEC                TRAVELLED(FEET)         SIZE CLASS    | VEHICLE
 0 :  0  : 22.8                0.                   ----------------------
VEHICLE SPEED(MPH)           CLOSING SPEED(MPH)  <  1: Sub-Compact  CAR
 68.                              7.             <  2: Compact      CAR
MEASURED WIDTH(mm):  56.                         <  3: Intermediate CAR
      ACTIVE WARNINGS(Y/N)                       <  4: Full-Size    CAR
ACQUIRE   1    2    3   BEEPER                   <  5: Small        PICK-UP
  N       Y    N    N     N                      <  6: Full-Size    PICK-UP
       ACTION TAKEN(Y/N)                         <  7: Mini         VAN
  BRAKE       EVASIVE MANEUVER                   <  8: Full-Size    VAN
   N               N                             <  9: Large        TRUCK
ADEQUATE WARNING GIVEN :  -<                          ADEQUATE WARNING
                                                 <  Y := Adequate Warning
  *** PLEASE ENTER ALL INFORMATION ***           <  N := Inadequate Warning
          VERIFY ALL DATA                        <  - := No Comment

[ESC] Done     [F2] Clear field     [Shift-F2] Clear to end     [Shift-F10] More
Form: ADDOBS     Table: OBSERV     Field: NEW_CASE    Page: 1
```

Notes:For the entry labelled "ACQUIRE," a "Y" (yes) designates a new case, while an "N" (no) indicates a continuation line. "1," "2" and "3" refer to the LED's on the VRSS display labelled "Alert," "Warning" and "Danger" respectively.

Figure 3.4-1: Data Entry Screen.

NEW	CASE	MAKE	MODEL	SIZE	HOUR	MINUTES	SECONDS	ASPEED	CSPEED	TRWIDTH	ACQUIRE	LIGHT_1	LIGHT_2	LIGHT_3	BEEPER	BRAKE	EVASIVE
Y	1	OLDSMOBILE	CUTLASS	3	0	0	22.8	68.	7.	56	N	Y	N	N	N	N	N
N	1	OLDSMOBILE	CUTLASS	3	0	0	23.14	68.	7.	58	N	Y	Y	Y	N	N	N
N	1	OLDSMOBILE	CUTLASS	3	0	0	24.1	67.1	7.	66	N	Y	Y	Y	Y	N	N
N	1	OLDSMOBILE	CUTLASS	3	0	0	26.27	66.9	5.	84	N	Y	Y	Y	Y	N	Y

Figure 3.4-2 Input Data for One Case

After the initial data entry was completed, a listing of the specific make-model passenger cars in the sample was generated. The widths for most of these vehicles were determined from charts published in AUTOMOTIVE NEWS' "1986 Model Passenger-Car Specifications," dated November 1 I, 1985. For the vast majority of make-models, these widths have not changed appreciably in the last few years, Hence, the same numbers were used for all model years. These width data were then inserted into the data base. There were 69 target vehicles, mostly trucks, for which width data could not be found, usually because the vehicle or trailer was not identified as to make/model on the tape. For these, averages for the size class were used:

Subcompact	66.1 inches
Compact	69.1
Intermediate	70.6
Full-Size	75.4
Small Pickup	70.0
Large Pickup	76.0
Small Van	70.0
Large Van	75.0
Heavy Truck	96.0

3.5 Data Analysis

These frame data together with data on the actual widths of various vehicles make it possible to calculate the distance to target for any particular frame using the range equation discussed in section 3.2.1. When target width is known exactly, the range error can be held to 3 percent or less over the distances of interest. When specific make-model designation is not available, additional errors of about 5% may be introduced by using size-class averages rather than actual widths.

The first step in preparing the data for analysis was to determine which radar-speed-gun readings and which optical ranges were invalid. Approach speeds were calculated from successive range measurements by dividing the difference by the elapsed time. These rates were then compared with the corresponding rates from the radar gun. Whenever the radar rate exceeded the optical rate by more than 20 %, it was considered invalid because the radar gun was probably reading closing rate against some vehicle travelling slower than the target. Disregarding these cases as well as those in which the speed gun had blanked, the average closing rate calculated by the optical method was found to exceed that from the speed gun by only 10.6%. This discrepancy is well within the expected error range given the inherent limits of the video/optical method, the lack of actual width data for many of the targets and the dynamic errors of the radar gun.

For all subsequent data analysis, the following rules were applied:

1. Closing rates were taken from the speed-gun for all cases in which they were available, unless they exceeded 25 mph or exceeded the optical rates by more than 20%. In the latter case, the optical rate was used.

2. Optical rates were used where speed-gun data were unavailable so long as their values fell between 5 and 25 mph. If the optical rates appeared suspicious, i.e., values greater than25 mph or less than5 mph, the case was excluded from subsequent analysis.

Figure 3.5-l shows examples of several cases selected because of invalid data. In Figure 3.5-2 the invalid or suspicious calculated rates have been zeroed.

Out of 355 original cases, 349 remained after the unexpected lane change cases had been excluded. These six cases were excluded because either the target vehicle changed lanes or the test vehicle was forced to change lanes because of other traffic during an approach. 237 cases had valid rate data (as indicated by a non-zero value in the column labelled "CLOSE" in the same line as the first "BEEP" "Y" occurs).

Following the exclusion of doubtful cases and using only the closing rate selected by the rules above, a calculation of the warning time provided by the beeper was performed for each case. That is, the distance to the target vehicle at the instant the beeper sounded was divided by the closing rate at that time to determine the number of seconds to impact had that closing rate been maintained. There were 81 valid cases in which the beeper never sounded, which were also carried into the subsequent analysis.

Appendix One contains the entire data set including the calculated ranges, rates, and warning times.

CASE	MAKE	MODEL	ASPEED	CSPEED	BEEPER	BRAKE	EVASIVE	OPT_RATE	RAD_RATE	RATE_RAT
1	OLDSMOBILE	CUTLASS	68.	7.	N	N	N	4.273112	10.26667	0.416212
16	-0-	-0-	75.4	10.	N	N	N	7.202662	14.66667	0.491091
20	NISSAN	MAXIMA	50.9	14.	N	N	N	-0.93588	16.86667	-0.05549
20	NISSAN	MAXIMA	50.5	4.	N	N	N	0.	13.2	0.
21	-0-	TRUCK	66.6	6.	N	N	N	0.	10.26667	0.
36	-0-	TRUCK	74.1	17.	N	N	N	30.2375	39.6	0.763573
39	VOLKSWAGON	RABBIT	74.1	11.	N	N	N	-15.2769	16.13333	-0.94691
44	-0-	-0-	72.1	11.	N	N	N	0.	16.13333	0.
48	CHEVROLET	PICK-UP	74.7	16.	N	N	N	0.	23.46667	0.
49	PONTIAC	BONNEVILLE	74.7	13.	N	N	N	0.	14.66667	0.
51	DATSUN	-0-	74.3	8.	N	N	N	0.	11.	0.
56	OLDSMOBILE	-0-	75.4	7.	N	N	N	-0-	10.26667	-0-
57	TOYOTA	CELICA	75.	13.	N	N	N	0.	19.06667	0.

Figure 3.5-1: Examples of Cases with Invalid Rate Data

CASE	MAKE	MODEL	ASPEED	CSPEED	BEEPER	BRAKE	EVASIVE	OPT_RATE	RAD_RATE	RATE_RAT	CLOSE
1	OLDSMOBILE	CUTLASS	68.	7.	N	N	N	4.273112	10.26667	0.416212	0.
16	-0-	-0-	75.4	10.	N	N	N	7.202662	14.66667	0.491091	0.
20	NISSAN	MAXIMA	50.9	14.	N	N	N	-0.93588	16.86667	-0.05549	0.
20	NISSAN	MAXIMA	50.5	4.	N	N	N	0.	13.2	0.	0.
21	-0-	TRUCK	66.6	6.	N	N	N	0.	10.26667	0.	0.
36	-0-	TRUCK	74.1	17.	N	N	N	30.2375	39.6	0.763573	0.
39	VOLKSWAGON	RABBIT	74.1	11.	N	N	N	-15.2769	16.13333	-0.94691	0.
44	-0-	-0-	72.1	11.	N	N	N	0.	16.13333	0.	0.
48	CHEVROLET	PICK-UP	74.7	16.	N	N	N	0.	23.46667	0.	0.
49	PONTIAC	BONNEVILLE	74.7	13.	N	N	N	0.	14.66667	0.	0.
51	DATSUN	-0-	74.3	8.	N	N	N	0.	11.	0.	0.
56	OLDSMOBILE	-0-	75.4	7.	N	N	N	-0-	10.26667	-0-	0.
57	TOYOTA	CELICA	75.	13.	N	N	N	0.	19.06667	0.	0.

Figure 3.5-2: Examples with Doubtful Rates Zeroed

4.0 RESULTS

4.1 Probability of Warning Versus Closing Speed

The simplest and most basic measure of VRSS performance is whether or not it provides warning before evasive action must be taken. Figure 4.1-1 is a graph of the percentage of cases in which audible warning was given prior to the onset of evasive action for each one mile-per-hour increment in closing speed. It is drawn directly from the cases in Appendix One. In calculating the probabilities, all of the valid cases in each one-mile-per-hour increment of closing speed were counted. If the beeper sounded prior to the beginning of braking or evasive lane change, the case was counted as timely warning. It is apparent that under the conditions prevailing when the data were taken (dry road, attentive driver, light to moderate traffic), the probability of timely warning was fairly high for low closing speeds but declined substantially as closing rate increased above ten miles per hour.

Figure 4.1-2 shows the same probability curves but with passenger cars separated from trucks. Because their large, vertical, planar surfaces are much better radar reflectors

Fig. 4.1-1:Probability of Timely Warning

For Lane Change (All Vehicles)

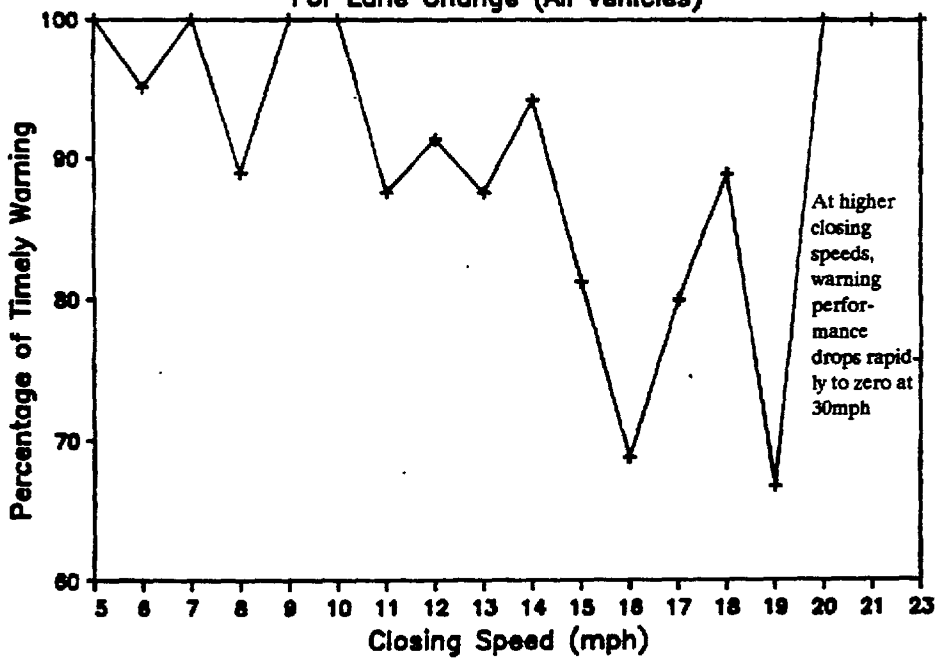


Fig. 4.1-2:Probability of Timely Warning
For Lane Change (Cars and Trucks)

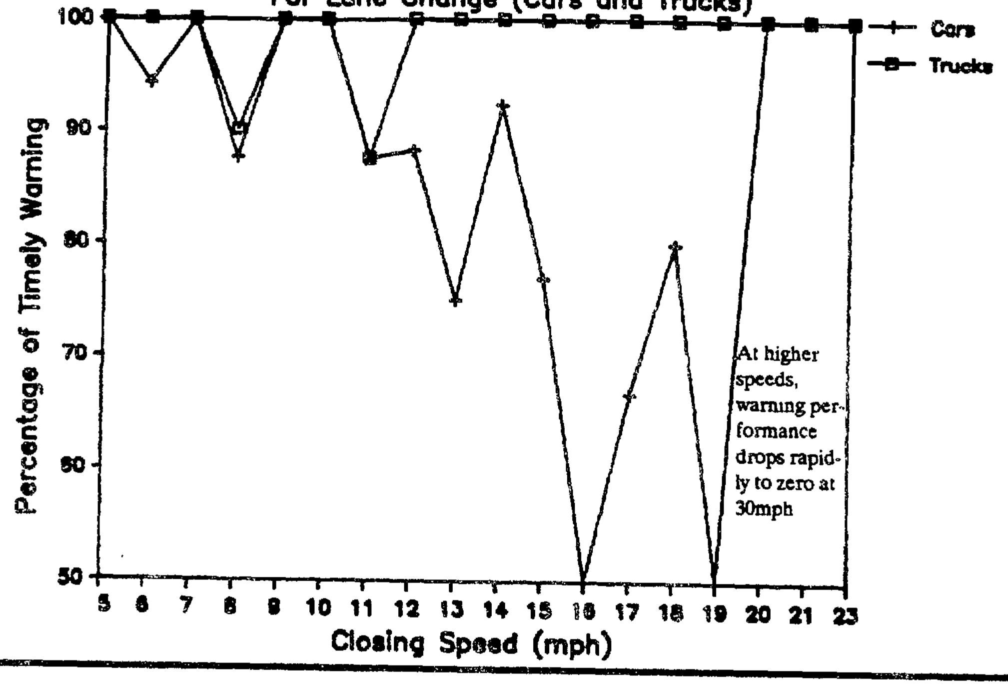
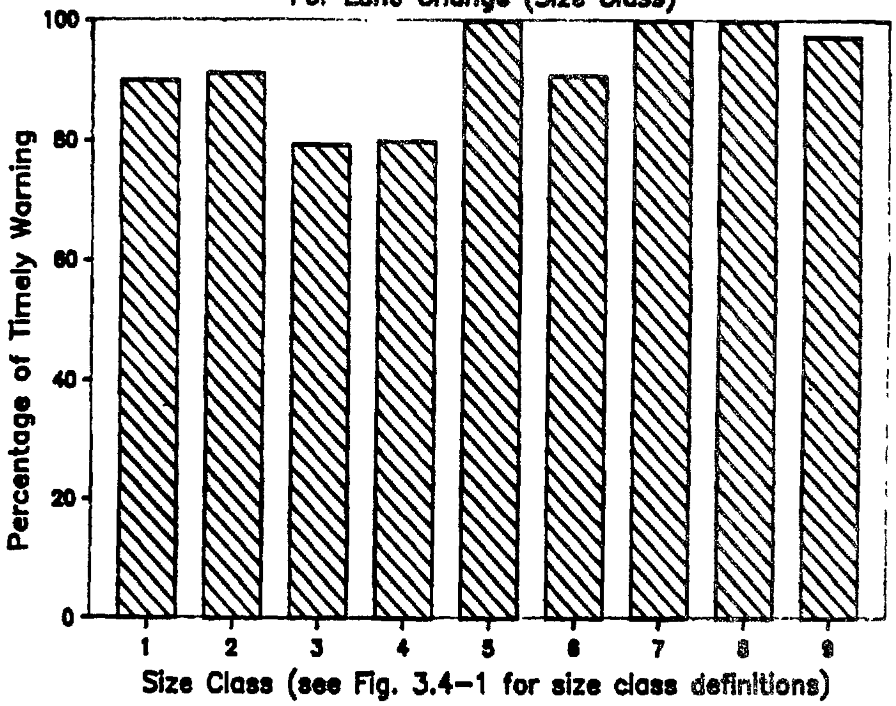


Fig. 4.1-3 Probability of Timely Warning
For Lane Change (Size Class)



than the smaller, mostly convex surfaces of passenger cars, trucks provide a much greater likelihood of good warning. Warning probabilities were also broken down by size-class in Figure 4.1-3. Summed over all closing speeds the variations among passenger cars were unrelated to size, indicating that the specific shape of reflecting surfaces, especially the taillights, is much more important than size per se.

4.2 Seconds to Impact Versus Closing Speed

The probabilities shown in Section 4.1 are affected by both VRSS performance and the judgement of the test driver, the author, as to when it is necessary to begin evasive action in a particular closing situation. That is, the greater the risk of actual collision the driver is willing to take, the higher the chance the VRSS will sound a warning before the evasive action begins. In order to eliminate the latter variable, in this section an additional performance measure, "seconds to impact," has been calculated. This time is simply the range at the instant the beeper starts divided by the closing rate at that moment. Figures 4.2-1 and 4.2-2 show the results.

From these figures, it is evident that the VRSS's circuitry is designed to increase its sensitivity as vehicle speed increases. Otherwise "seconds to impact" would decrease in inverse proportion. The declines shown in the figures are caused by failures to detect some passenger cars at higher speeds. If only the targets which were detected had been

Fig 4.2-1:Average Time to Impact at Beeper

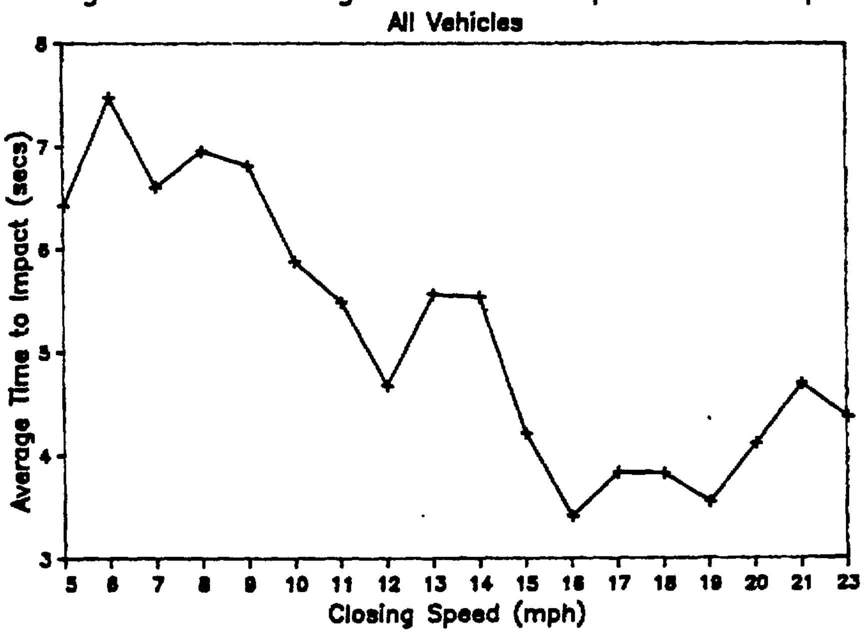
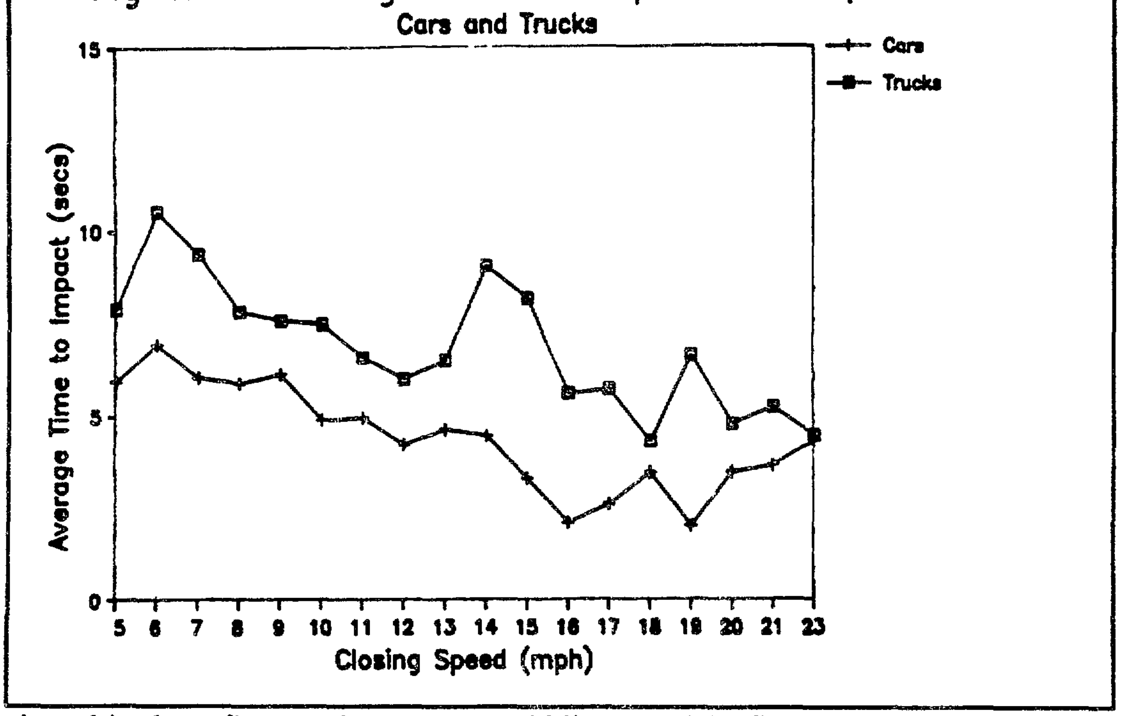


Fig 4.2–2:Average Time to Impact at Beeper



plotted in these figures, the curves would lie essentially flat out to nearly 30 mph at about six seconds warning time. Above that speed, the warning time rapidly falls to zero because of the filters incorporated to eliminate responses to stationary objects.

4.3 Probability of Warning in Time to Brake Versus Closing Speed

All testing for this evaluation was conducted on dry roads by an unimpaired driver. Traffic was mostly light to moderate, with somewhat higher densities during the last of the six hours of video taping. Under these conditions a driver response time on the order of one second and a braking coefficient of about 0.5 g are reasonable assumptions. Collisions with target vehicles were avoided through lane-changes rather than braking in the vast majority of approaches. Had braking been the only allowable maneuver, many of the approaches in which the VRSS provided an adequate warning would never have been made at closing speeds above 10 mph.

If braking is the only available means to avoid collision with a vehicle being overtaken, the minimum distance at which the warning must occur depends upon the initial speeds of the vehicles, braking rates and reaction time. Some of the possibilities are described in the following equations:

For the case in which the target vehicle maintains a constant speed:

$$Dm = ((Vv\ \ Vt) * Tr)) + (Vv\text{-}Vt)2/2a \qquad \text{(equation 1)}$$

where
Dm = distance minimum for warning
vv = velocity of VRSS car
Tr = reaction time for driver and braking system
Vt = velocity of target vehicle
a = braking deceleration (typically about .5 g for dry pavement; about .3 g for wet pavement; and about .l g for ice)

In this case the leading vehicle is not slowing down and the required distance minimums are not as large as in the other cases described below. For example at a closing speed of 20 feet per second, slightly less than 14 mph, the minimum is only 32.5 feet. The VRSS can be relied upon for timely warnings in this situation.

At the opposite extreme, one might assume that warning did not occur until the instant the leading vehicle began braking. For this case the minimum distance is:

$$Dm = (Vv + Tr) + ((V? - Vs) /2a) \qquad \text{(equation 2)}$$

This distance is simply the sum of the distance travelled during the reaction time of the following car's driver plus the difference in stopping distances caused by the difference in initial speeds. Table 4.3-l shows the calculated minimum warning distances for various combinations of vehicle speeds and assumed reaction times and braking coefficients.

For comparison with the calculated minimum warning-distance data, Figure 4.3-l shows the average distance at which audible warnings were produced by the VRSS versus road speed of the test vehicle. (This distance is also affected by closing speed, but showing this relationship as a function of two variables would require software capable of generating apseudo-three-dimensional plot, which was unavailable for this project.) It was derived from only those cases in which audible warnings occurred.

It is obvious that for most combinations of closing speeds and road speeds shown in Table 4.3-1, the required warning distances are greater than the detection range of the VRSS. Fortunately, the situation in which warning does not occur until the leading vehicle begins braking is rarely encountered except when the two vehicles are travel-

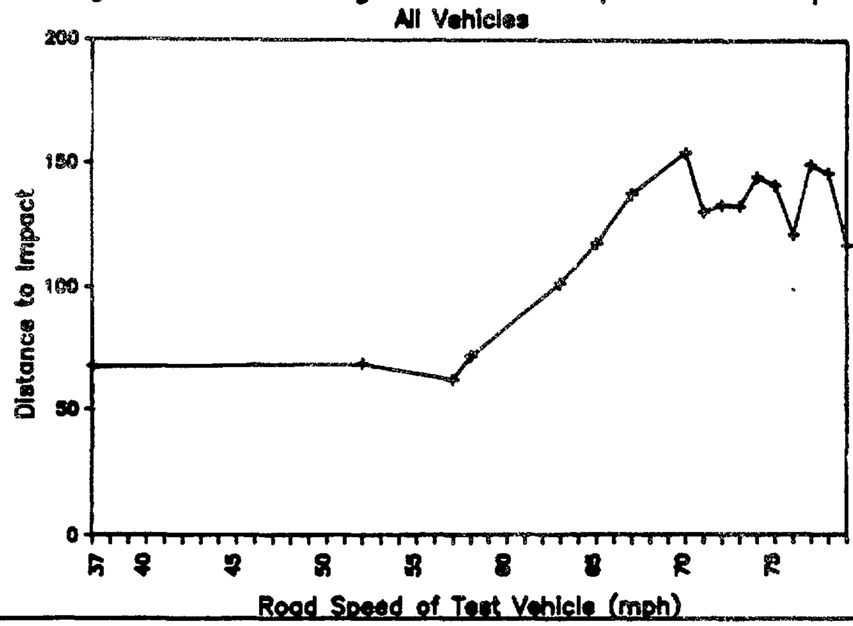
CLOSING SPEED	ROAD SPEED OF TEST VEHICLE (DRY, 1.0 SEC REACTION TIME) 25	30	35	40	45	50	55	60	65	70	75	80	85
0	37	44	51	59	66	73	81	88	95	103	110	117	125
5	52	62	73	84	95	105	116	127	137	148	159	169	180
10	64	78	92	106	120	134	148	162	176	190	204	218	232
15	72	89	107	124	142	159	176	194	211	229	246	264	281
20	77	98	119	139	160	181	202	222	243	264	285	306	326
25	79	103	127	151	175	199	224	248	272	296	320	344	368

CLOSING SPEED	ROAD SPEED OF TEST VEHICLE (WET, 1.0 SEC REACTION TIME) 25	30	35	40	45	50	55	60	65	70	75	80	85
0	37	44	51	59	66	73	81	88	95	103	110	117	125
5	62	75	88	101	114	127	139	152	165	178	191	204	217
10	81	100	119	137	156	174	193	211	230	248	267	285	304
15	95	120	144	168	192	216	240	264	289	313	337	361	385
20	104	134	163	193	223	253	282	312	342	372	401	431	461
25	107	142	177	213	248	283	319	354	389	425	460	495	531

CLOSING SPEED	ROAD SPEED OF TEST VEHICLE (ICE, 2.0 SEC REACTION TIME) 25	30	35	40	45	50	55	60	65	70	75	80	85
0	73	88	103	117	132	147	161	176	191	205	220	235	249
5	149	180	212	243	275	306	338	369	401	432	464	495	527
10	208	256	304	353	401	449	497	546	594	642	691	739	787
15	250	315	380	445	510	575	640	705	770	836	901	966	1031
20	275	357	439	521	603	684	766	848	930	1012	1094	1176	1258
25	283	382	481	579	678	777	876	974	1073	1172	1270	1369	1468

Table 4.3-1: Distances (feet) Required for Equation 2

Fig. 4.3-1:Average Feet to Impact at Beeper



Note:
These data represent samples for all closing speeds.

ling at about the same speed. For this condition, shown in the top line of each section of the table, the warning range of the VRSS is usually adequate.

The more common case in practice is one in which the VRSS-equipped vehicle is overtaking the leading vehicle even before the latter begins braking. At highway speeds, the VRSS is designed to generate audible warnings even for very low closing speeds if the distance is short enough. Thus if $Vv-Vt > 0$, the warning begins as soon as the target is within a certain range and usually before the leading vehicle begins braking. Hence this case is something of a hybrid between the two equations shown above. The difference in braking distances is given by $(Vv^2-Vt^2)/2a$, but the reaction time occurs while the leading vehicle is still travelling at its initial velocity, Vt. Therefore, the additional distance required to compensate for reaction time is given by $(Vv-Vt)*Tr$ and the total warning distance is:

$$Dm = ((Vv-Vt)*Tr) + (Vv^2-Vt^2)/2a \qquad \text{(equation 3)}$$

Table 4.3-2 shows the warning distances required under this assumption. To score VRSS performance on how well it provides timely warnings for this case, Table 4.3-3 displays counts of how many approaches to target vehicles were recorded for various combinations of road speed and closing speed and what percentages of each of these produced warnings at distances greater than those specified in Table 4.3-2 for dry pave-

CLOSING	ROAD SPEED OF TEST VEHICLE (DRY, 1.0 SEC REACTION TIME)												
SPEED	25	30	35	40	45	50	55	60	65	70	75	80	85
0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	22	26	29	33	36	39	43	46	49	53	56	59	63
10	42	48	55	62	68	75	82	89	95	102	109	116	122
15	57	67	77	88	98	108	118	128	138	148	158	168	178
20	70	83	97	110	123	137	150	164	177	191	204	218	231
25	79	95	112	129	146	163	180	196	213	230	247	264	280

CLOSING	ROAD SPEED OF TEST VEHICLE (WET, 1.0 SEC REACTION TIME)												
SPEED	25	30	35	40	45	50	55	60	65	70	75	80	85
0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	33	38	44	49	55	61	66	72	77	83	89	94	100
10	59	71	82	93	104	116	127	138	149	160	172	183	194
15	81	98	114	131	148	165	182	198	215	232	249	266	282
20	97	119	141	164	186	209	231	253	276	298	321	343	365
25	107	135	163	191	219	247	275	303	331	359	387	415	443

CLOSING	ROAD SPEED OF TEST VEHICLE (ICE, 2.0 SEC REACTION TIME)												
SPEED	25	30	35	40	45	50	55	60	65	70	75	80	85
0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	90	107	124	141	158	174	191	208	225	242	258	275	292
10	164	197	231	265	298	332	365	399	433	466	500	534	567
15	220	271	321	372	422	473	523	573	624	674	725	775	825
20	260	328	395	462	529	596	664	731	798	865	933	1000	1067
25	283	367	451	535	620	704	788	872	956	1040	1124	1208	1292

Table 4.3-2: Distances (feet) Required for Equation 3

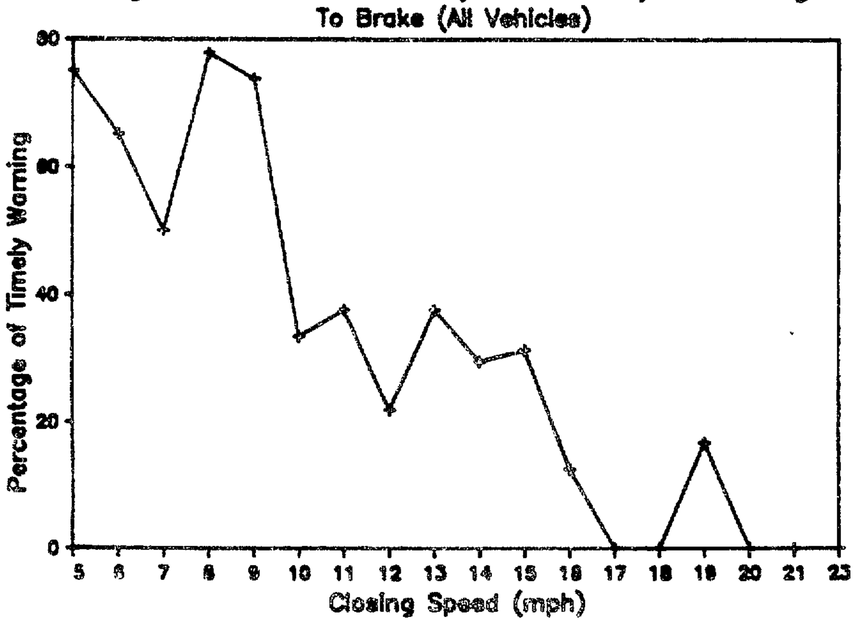
ment and one-second reaction time. Since most of the data were gathered with test vehicle speeds above 60 mph, there are relatively few data points for the lower speeds and hence the statistical uncertainty about the performance of the VRSS is much greater at such speeds.

ROAD SPEED	CLOSING SPEED 5	10	15	20	25
40		100% (01)			
45					
50	50% (02)				
55	100% (01)				
60		100% (01)			
65	25% (04)	54% (13)	100% (01)		
70	56% (09)	39% (28)	6% (17)	0% (03)	
75	68% (19)	49% (55)	27% (45)	6% (17)	0% (02)
80	100% (01)	29% (07)	14% (07)	0% (04)	
tot	61% (36)	47% (105)	26% (70)	4% (24)	0% (02)

Table 4.3-3: Percentage of Vehicles Which Produced an Adequate Warning on Dry Pavement with a One Second Reaction Time. The total number of vehicles for each combination of speeds is given in parenthesis.

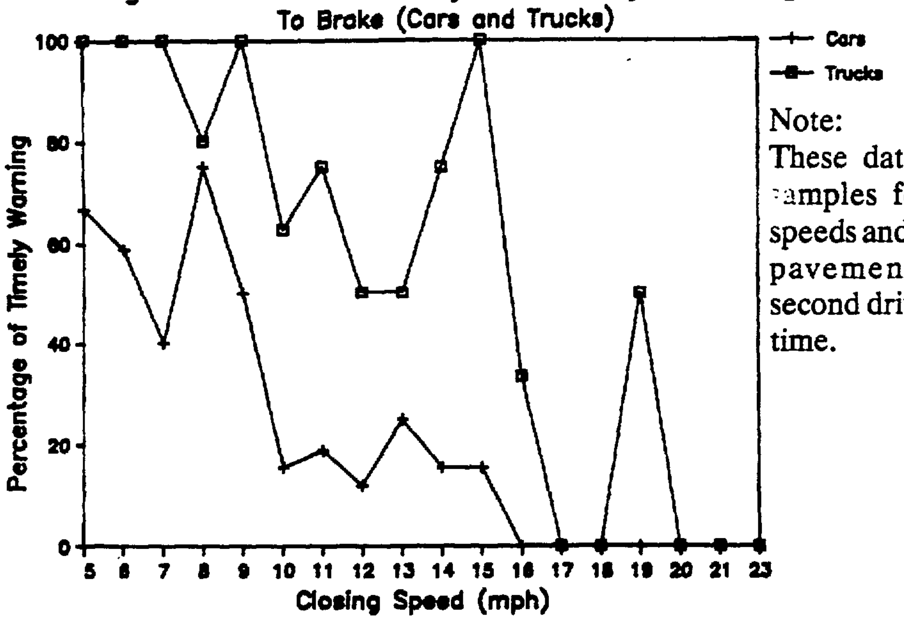
Fig. 4.3-2:Probability of Timely Warning

To Brake (All Vehicles)



Note:
These data represent samples for all road speeds and assume dry pavement and one second driver reaction time.

Fig. 4.3-3:Probability of Timely Warning



Note:
These data represent samples for all road speeds and assume dry pavement and one second driver reaction time.

From the above, one may readily observe that the VRSS usually generates warnings in time to avoid collision by braking for lower speeds so long as driving conditions are favorable and the driver has unimpaired reaction time. At highway cruising speeds of 60 mph and higher however, the probability of warning in time for braking falls to about 60% for five mph closing speeds. For 10 mph closing speeds the chance of warning is slightly less than half and drops further for still higher closing speeds. Figures 4.3-2 and 4.3-3 show the probabilities graphically summed over all road speeds.

If wet or icy conditions are assumed or if the driver is impaired, the required warning distances when the leading vehicle is also braking exceed the capabilities of the VRSS for all but the lowest speeds and closing rates. Table 4.3-4 repeats the calculations shown in Table 4.3-3, but with a braking coefficient of 0.3 g.

CLOSING SPEED

ROAD SPEED	5	10	15	20	25
40		0% (01)			
45					
50	0% (02)				
55	0% (01)				
60		0% (01)			
65	0% (04)	23% (13)	0% (01)		
70	22% (09)	11% (28)	6% (17)	0% (03)	
75	21% (19)	9% (55)	0% (45)	0% (17)	0% (02)
80	0% (01)	0% (07)	0% (07)	0% (04)	
totl	17% (36)	10% (105)	1% (70)	0% (24)	0% (02)

Table 4.3-4: Percentage of Vehicles Which Produced an Adequate Warning on Wet Pavement with a Reaction Time of One Second. The total number of vehicles for each combination of speeds is given in parenthesis.

4.4 Problem Targets

During the Phase I testing it became obvious to the drivers that instances of failure to sound the beeper before evasive action was taken were not randomly distributed across the population of target vehicles. Certain makes and models repeatedly failed to produce warnings. In discussions with the chief designer of the VRSS, William Goodson, it was learned that the taillight reflectors are responsible for most of the energy reflected from passenger cars at 24 gHz. Although most cars have taillight reflectors which are coincidentally well shaped for this purpose, a few do not. In particular, taillights which are unusually small (e.g., early Volkswagen Beetles) or which have a narrow vertical configuration (e.g. Cadillacs) do not return much signal. Large, flat vertical surfaces, such as are found on all trucks, are also good reflectors, so that the shape of their taillights is immaterial.

Table 4.4-1 lists the specific make-model vehicles which did not produce audible warning prior to the onset of evasive action. Particularly prominent in this listing are Cadillacs, because of their narrow vertical taillights, and Oldsmobile Cutlasses, the taillights of which have a square overall shape, but which are composed of two vertically oriented reflectors side by side. Subaru's also appear in numbers disproportionate to their fleet size, but this may simply be a fluke related to small sample size. The taillight designs favored by most European and Japanese manufacturers, which have separate reflectors and lenses for brake, turn signal and back-up lights, are also good radar reflectors. As a result, these cars make up a much smaller proportion of the cars which did not provide timely warning than they do of the sample as a whole.

MAKE	MODEL	OCCURENCES
AMC	SPIRIT	1
BUICK	CENTURY	1
BUICK	ELECTRA	1
BUICK	LASABRE	1
BUICK	REGAL	2
BUICK	SKYHAWK	1
BUICK	-0-	3
CADILLAC	COUP DEVILLE	1
CADILLAC	DEVILLE	1
CADILLAC	FLEETWOOD	1
CADILLAC	-0-	3
CHEVROLET	CAMERO	2
CHEVROLET	CAPRICE	2
CHEVROLET	CELEBRITY	1
CHEVROLET	CHEVETTE	2
CHEVROLET	IMPALA	2
CHRYSLER	NEW YORKER	2
DATSUN	210	1
DATSUN	-0-	1
DODGE	ARIES	1
DODGE	DART	1
FORD	ESCORT	1
FORD	ESCORT WAGON	1
FORD	FAIRMONT	1
FORD	LTD	1
FORD	TAURUS	1
FORD	TEMPO	1
FORD	THUNDERBIRD	1
FORD	-0-	2
HONDA	ACCORD	2
LINCOLN	TOWN CAR	1
MAZDA	626	1
MAZDA	GLC	1
MERCURY	CAPRI	1
MERCURY	MARQUI	1
MERCURY	ZEPHYR	1
MERCURY	-0-	1
MG	MG	1
NISSAN	SENTRA	1
OLDSMOBILE	CUTLASS	7
OLDSMOBILE	CUTLASS SUPR	2
OLDSMOBILE	-0-	6
PLYMOUTH	COLT	1
PLYMOUTH	FURY	1
PLYMOUTH	RELIANT	1
PLYMOUTH	-0-	1
PONTIAC	BONNEVILLE	2
PONTIAC	GRAND AM	1
PONTIAC	SUNBIRD	1
SUBARU	DL	1
SUBARU	GL	2
SUBARU	-0-	2
TOYOTA	CELICA	1
VOLKSWAGON	BEETLE	1
VOLKSWAGON	RABBIT	1
-0-	TRUCK	2
-0-	-0-	3

Table 4.4-1 Listing of Target Vehicles Which Produced No Warning

5.0 ERROR ANALYSIS

The results shown in the preceding chapter are subject to errors arising from several sources. Among these are the composition of the sample of vehicles encountered on the highway during the testing, random variation in vehicle and road alignment during the approaches and inaccuracies in the range and closing rate measurements. VRSS performance could also be influenced by the set-up adjustments made by the dealer at the time of installation, which are in turn affected by certain electrical characteristics of the car. Thus the performance of the unit tested may not be truly representative of all VRSS units. (However, a pretest by Mr. Goodson indicated that the operation of the unit was typical.) Each of these types of errors is discussed below. Though worth mentioning, these errors do not significantly affect any of the results or conclusions of this study.

5,l Sample Composition

For an un-impaired driver on a dry road travelling 70 mph, the VRSS was able to generate audible warnings of impending collisions about two-thirds of the time for passenger cars and about 95% of the time for trucks for the sample of vehicles encountered. Inasmuch as there are no known data on the distribution of radar-reflectance characteristics of the fleet, there is no way of knowing whether the sample is really representative of the fleet. It is quite possible that another similar-sized sample would have shown a fraction of poor-reflectors considerably larger or smaller.

5.2 Range Measurements

As noted in Section 2.1, the optical/video range measurement technique was subject to errors of a few percent at distances of 60 to 100' even when the width of the target was known exactly. Additional errors on the order of five percent may have been introduced for about a quarter of the vehicles in the sample by the use of class-average widths.

5.3 Closing Rate

Closing rate data calculated from successive range measurements are subject to error not only from the range data, but also from the time quantization error (0.03 seconds) .and from the fact that closing rate at the second range measurement may not be the same as the average over the period of time between range measurements. That is, the closing rate calculated from two successive range measurements must necessarily represent the average between the two corresponding points in time, which is not necessarily equal to the closing rate at the second point. For approaches in which the test vehicle was slowing or the target accelerating, this calculation technique tends to overstate the true closing rate. Thus the "seconds to impact at warning" may be understated for such cases. If the test vehicle accelerated or the target slowed the converse would be true. While the errors in individual rate measurements could often exceed 20%, they are randomly distributed and do not significantly affect results or conclusions.

The closing rate reading from the radar gun was unavailable if that rate was below 5 mph or if a slower vehicle in an adjacent lane reflected a stronger signal than the target. Furthermore, the speed-gun's tune-constant resulted in additional error if the closing rate was not constant. Since lane-changes rather than braking were the normal evasive maneuver, these errors have been kept to a minimum Nonetheless the errors of as much as two miles per hour may be common in the closing rate data.

5.4 Set-up Adjustments

The VRSS is provided with two adjustments on its signal processor box which effectively control its sensitivity. These are concealed beneath a piece of adhesive tape marked "Removal of this tape voids warranty." There is an additional adjustment inside the dashboard display which controls the time delay from the moment the "WARNING" LED lights until the beeper starts. All of these controls were left as set when the test vehicle was delivered to TSC. However, the performance of the VRSS on the various scales described in Section 4 could have been materially changed by readjustment of these controls.

'During the installation process, the dealer is supposed to set these controls for as much sensitivity as possible without false alarms. If sensitivity is too high, various sources of electrical noise, e.g., alternator, ignition, accessory motors, can cause false triggering. The process for getting the best compromise between range and avoidance of false alarms relies on trial-and-error and judgkment on the part of the installer. If the customer complains, controls are reset accordingly. Thus the performance of a given VRSS unit will depend to some extent upon the nature and magnitude of electrical noise generated by that vehicle. The installer's preferences as between maximum warning time and minimization of superfluous warnings at stop lights may also influence performance. The settings used on the test vehicle were described as typical, but alternatives were not explored.

5.5 Target Alignment

At the usual working range for targets, 50 to 150 feet, the beam of the VRSS is only a few feet in diameter. Thus road curvature or changes in elevation can place a target partially or completely outside the beam. Furthermore, since Interstate highway lane widths are about twice those of passenger cars, it is easily possible for substantial lateral misalignment to occur even on a straight level road.

The VRSS will provide warning at the greatest distance when the target is centered in its beam. If the centerline of the target is displaced even three feet from the beam center, some reduction in warning distance seems to occur. If the misalignment reaches six feet (an alignment which could still produce a side-swipe), there may be no warning at all.

Examination of the video tape shows that a substantial proportion of the targets which produced no warning or insufficient warning from the VRSS were misaligned to some extent. Thus many of the vehicles listed in Table 4.4-l as problem targets might not have appeared there had they been centered in the beam during the approach.

In conclusion, the VRSS will provided the greatest average warning distance on straight, level roads with narrow lanes. Had the test program been conducted on such roads, rather than the gently curving and sloping, wide-laned Interstates actually used, the fraction of vehicles not detected in time for safe evasive action might have been reduced by a factor of two or more. Conversely, had the testing been conducted on mountain roads the measured performance could have been much worse.

6.0 CONCLUSIONS

Based on the testing of a single unit of the VRSS collision warning system and subject to the caveats discussed in Section 5.0, the following conclusions are offered:

1. In most cases, when a moving vehicle is being overtaken on a collision course at closing speeds of less than 25 mph, the VRSS will provide a useful audible warning. The probability of warning is very high if the target vehicle is a truck, but reduced if it is a passenger car, especially one with narrow, vertical taillight reflectors.

2. At highway speeds, the VRSS does not respond to fixed or slow-moving objects, nor to vehicles crossing perpendicular to the path of the test vehicle, nor to vehicles being overtaken at speeds greater than 30 mph.

3. When audible warnings occur, they are generally given at least five seconds prior to impact. At closing speeds below 10 mph, warning time increases to eight seconds or more. Averaged over all cases including those which produced no beeping, the average warning time was about three seconds at higher closing speeds and better than 5 seconds at lower speeds.

4. The average distance to target at which audible warnings occur ranges from around 60 feet at speeds below 50 mph to about 130 feet at speeds of 75 mph.

5. Road curvature, crest, sag or any other condition resulting in misalignment between the centerlines of test vehicle and target by more than a few feet can severely reduce warning time or eliminate it altogether.

6. Since VRSS performance characteristics are not user-adjustable, there is no way to increase warning time for degraded conditions such as wet or icy pavement or for driver impairment. The warning times provided by the VRSS are not sufficient for impaired drivers, nor for wet pavements except at low closing speeds, nor for icy surfaces at any speed.

7. The effects of precipitation and various sources of electromagnetic or radio-fiequency interference on VRSS performance were outside the scope of this study. Similarly, the affects on driver behavior, such as, average following distance, were not explored.

APPENDIX 1: LISTING OF OBSERVED AND CALCULATED DATA

Column Definitions:

Variable	Type	Defintion
CASE	INTEGER	CASE NUMBER
MAKE	TEXT	MAKE OF VEHICLE
MODEL	TEXT	MODEL OF VEHICLE
SIZE	INTEGER	SIZE CLASS, AS DEFINED IN FIGURE 3.4-l
HO	INTEGER	HOUR, AS READ FROM THE STOPWATCH DISPLAY
MIN	INTEGER	MINUTE, AS READ FROM THE STOPWATCH DISPLAY
SECON	REAL	SECONDS AND HUNDRETHS FROM THE STOPWATCH
ASPEED	REAL	TEST VEH SPEED FROM MICRON SURVEYOR (mph)
CSPEED	CLOSING SPEED	CLOSING SPEED FROM RADAR GUN (mph)
TRWIDTH	INTEGER	TARGET WIDTH (mm) MEASURED ON SCREEN
BEEP	TEXT	Y=BEEPER ON
BRAKE	TEXT	Y=BRAKES APPLIED ON TEST VEHICLE
EVAS	TEXT	Y=EVASIVE MANEUVER INITIATED
TAWIDTH	REAL	ACTUAL WIDTH OF TARGET VEHICLE
TFDIST	REAL	DISTANCE TO TARGET (feet)
SSLAST	REAL	SECONDS SINCE LAST OBSERVATION, SAME CASE
ELAPSED	REAL	ELAPSED TIME SINCE FIRST OBSERVATION IN SAME CASE
OPT_RATE	REAL	CLOSING RATE (fps) CALCULATED BY THE OPTICAL METHOD
RAD_RATE	REAL	CLOSING RATE (fps) FROM THE RADAR GUN
RATE_RAT	REAL	OPTICAL RATE DIVIDED BY RADAR RATE
ERR	TEXT	Y-ERROR DETECTED BY RBASE
WARN	TEXT	DENOTES CASES FLAGGED FOR RECHECKING DATA ENTRY
NEW	TEXT	DEIGNATES FIRST LINE OF A NEW CASE
Ll	TEXT	Y="ALERT" LIGHT ON
L2	TEXT	Y="WARNING" LIGHT ON
L3	TEXT	Y="DANGER" LIGHT ON
ADEQ	TEXT	DRIVER COMMENT, IF ANY, ON AEEQUACY OF WARNING
TSDIST	REAL	DISTANCE TO TARGET (seconds1
ACTSECS	REAL	CUMULATIVESECONDS SINCE FIRST LINE OF A GIVEN CASE
CLOSE	REAL	CLOSING SPEED (fps) AS SELECTED BY DECISION RULE IN SECTION 3.5
CL MPH	INTEGER .	CLOSING SPEED (mph) AS SELECTED BY DECISION RULE IN SECTION 3.5
B WRN	TEXT	Y=WARNING SUFFICIENT FOR BRAKING ONLY (USED FOR TABLE 4.3-2)
WB WRN	TEXT	Y=WARNING SUFFICIENT FOR BRAKING ON WET PAVEMENT (USED FOR TABLE 4.3-3)
CLS 5	INTEGER	CLOSING SPEED TO NEAREST 5 MPH INCREMENT
ACT 5	INTEGER	ROAD SPEED TO NEAREST 5 MPH INCREMENT

C A R   A N T I - C O L L I S I O N

DATE = 11/25/87 TIME = [illegible]

PAGE = 1

CASE	MAKE	MODEL	SIZE	NB	MIN	SECON	ASPEED	CSPEED	TRWIDTH	BEEP	BRAKE	EVAS	TAWIDTH	TFDIST	SSLAST	ELAPSED	OPT_RATE	RAD_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ABED	TGDIST	ACTSEC	CLOSE	CL MPH	B WRN	#B WRN	CLS 5	ACT 5
1.	OLDSMOBIL	CUTLASS	3		0.	22.0	60.	7.	56.	N	N	N	71.6	70.162	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.034	22.0	0.	0.	N	N	0.	70.
1.	OLDSMOBIL	CUTLASS	3		0.	23.14	60.	7.	58.	N	N	N	71.6	67.58	0.34	0.34	7.594	10.267	0.74	N	N	N	Y	Y	Y	-	6.302	23.14	7.594	5.	N	N	5.	70.
1.	OLDSMOBIL	CUTLASS	3		0.	24.1	67.1	7.	66.	Y	N	N	71.6	58.82	0.96	1.3	9.125	10.267	0.889	N	N	N	Y	Y	Y	-	5.729	24.1	10.27	7.	N	N	5.	65.
1.	OLDSMOBIL	CUTLASS	3		0.	26.27	66.9	5.	84.	Y	N	Y	71.6	45.209	2.17	3.47	6.272	8.8	0.713	N	N	N	Y	Y	Y	-	6.165	26.27	0.	0.	N	N	0.	65.
2.	FORD	DELIVERY-T	8		0.	54.34	77.3	13.	32.	N	N	N	75.	132.53	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	6.951	54.34	0.	0.	N	N	0.	75.
2.	FORD	DELIVERY-T	8		0.	54.7	77.6	13.	34.	N	N	N	75.	124.05	0.36	0.36	22.422	19.067	1.176	N	Y	N	Y	Y	Y	-	6.527	54.7	19.07	13.	N	N	15.	80.
2.	FORD	DELIVERY-T	8		0.	55.67	77.6	13.	39.	Y	N	N	75.	107.9	0.97	1.33	17.07	19.067	0.895	N	Y	N	Y	Y	Y	-	5.659	55.67	19.07	13.	N	N	15.	80.
2.	FORD	DELIVERY-T	8		0.	57.74	78.8	13.	56.	Y	N	Y	75.	73.716	2.07	3.4	16.312	19.067	0.866	N	Y	N	Y	Y	Y	-	3.866	57.74	19.07	13.	N	N	15.	80.
3.	SUBARU	WAGON	1		1.	24.4	76.6	11.	31.	N	N	N	63.8	115.8	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.178	84.4	0.	0.	N	N	0.	75.
3.	SUBARU	WAGON	1		1.	24.73	77.8	11.	33.	N	N	N	63.8	100.5	0.33	0.33	22.13	16.133	1.372	N	N	N	Y	Y	Y	-	6.725	84.73	16.13	11.	N	N	10.	80.
3.	SUBARU	WAGON	1		1.	25.7	77.1	11.	37.	Y	N	N	63.8	96.259	0.97	1.3	12.615	16.133	0.782	N	N	N	Y	Y	Y	-	5.966	85.7	12.62	9.	N	N	10.	75.
3.	SUBARU	WAGON	1		1.	27.44	78.8	11.	51.	Y	N	Y	63.8	60.346	1.74	3.04	15.927	16.133	0.987	N	N	N	Y	Y	Y	-	6.249	87.44	16.13	11.	N	N	10.	80.
4.	DODGE	RAM-VAN	8		1.	42.82	79.1	16.	32.	N	N	N	79.8	141.31	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.022	102.82	0.	0.	N	N	0.	80.
4.	DODGE	RAM-VAN	8		1.	43.19	79.8	16.	34.	N	N	N	79.8	132.72	0.37	0.37	23.214	23.467	0.989	N	N	N	Y	Y	Y	-	5.656	103.19	23.47	16.	N	N	15.	80.
4.	DODGE	RAM-VAN	8		1.	44.15	78.8	16.	40.	Y	N	N	79.8	112.11	0.96	1.33	21.471	23.467	0.915	N	N	N	Y	Y	Y	-	4.777	104.15	23.47	16.	N	N	15.	80.
4.	DODGE	RAM-VAN	8		1.	44.89	81.4	16.	46.	Y	N	Y	79.8	96.871	0.74	2.07	20.588	23.467	0.877	N	N	N	Y	Y	Y	-	4.128	104.89	23.47	16.	N	N	15.	80.
5.	FORD	FIESTA	1		2.	23.29	78.8	20.	35.	N	N	N	66.1	105.88	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	3.609	143.29	0.	0.	N	N	0.	80.
5.	FORD	FIESTA	1		2.	23.59	77.3	20.	39.	N	N	N	66.1	94.335	0.3	0.3	37.8	29.333	1.289	N	Y	N	Y	Y	Y	-	3.223	143.59	29.33	20.	N	N	20.	75.
5.	FORD	FIESTA	1		2.	24.66	79.3	20.	54.	Y	N	N	66.1	66.971	1.07	1.37	25.761	29.333	0.878	N	Y	N	Y	Y	Y	-	2.203	144.66	29.33	20.	N	N	20.	80.
5.	FORD	FIESTA	1		2.	24.0	77.1	19.	56.	Y	N	Y	66.1	64.411	0.14	1.31	18.286	28.6	0.639	N	Y	N	Y	Y	Y	-	2.311	144.0	18.29	12.	N	N	10.	75.
6.	PONTIAC	LEMANS	4		2.	28.93	75.2	9.	56.	N	N	N	77.	75.807	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.743	148.93	0.	0.	N	N	0.	75.
6.	PONTIAC	LEMANS	4		2.	29.23	75.4	8.	60.	N	N	N	77.	70.44	0.3	0.3	17.89	12.467	1.435	N	N	N	Y	Y	Y	-	6.003	149.23	12.47	9.	N	N	10.	75.
6.	PONTIAC	LEMANS	4		2.	30.23	74.5	6.	69.	Y	N	N	77.	60.64	1.	1.3	9.8	10.267	0.955	N	N	N	Y	Y	Y	-	6.891	150.23	10.27	7.	N	N	5.	75.
7.	MERCURY	TOPAZ	2		3.	26.82	79.1	14.	34.	N	N	N	60.3	112.92	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.499	206.82	0.	0.	N	N	0.	80.
7.	MERCURY	TOPAZ	2		3.	27.12	81.5	14.	35.	N	N	N	60.3	109.56	0.3	0.3	11.203	20.533	0.546	N	N	N	Y	Y	Y	-	5.335	207.12	11.2	8.	N	N	10.	80.
7.	MERCURY	TOPAZ	2		3.	28.15	80.4	14.	43.	Y	N	N	60.3	88.299	1.03	1.33	20.637	20.533	1.005	N	N	N	Y	Y	Y	-	4.3	208.15	20.53	14.	N	N	15.	60.
7.	MERCURY	TOPAZ	2		3.	28.95	80.4	15.	52.	Y	N	Y	60.3	72.204	0.8	2.13	20.119	21.267	0.946	N	N	N	Y	Y	Y	-	3.282	208.95	21.27	15.	N	N	15.	80.
8.			1		4.	3.79	80.1	20.	31.	N	N	N	66.1	71.187	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	2.427	243.79	0.	0.	N	N	0.	80.
9.			1		4.	3.92	80.1	20.	53.	N	N	Y	66.1	68.323	0.13	0.13	22.031	29.333	0.751	N	Y	N	Y	N	N	-	2.329	243.92	22.03	15.	N	N	15.	60.
9.	BUICK		3		4.	29.89	77.1	17.	28.	N	N	N	70.6	142.93	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	3.732	269.89	0.	0.	N	N	0.	75.
9.	BUICK		3		4.	30.25	77.6	17.	31.	N	N	N	70.6	128.64	0.36	0.36	39.683	24.933	1.592	N	Y	N	Y	Y	Y	-	3.159	270.25	24.93	17.	N	N	15.	60.
9.	BUICK		3		4.	31.22	77.6	18.	37.	Y	N	N	70.6	107.02	0.97	1.33	22.291	25.667	0.868	N	Y	N	Y	Y	Y	-	4.056	271.22	25.67	18.	N	N	20.	80.
9.	BUICK		3		4.	32.35	77.8	18.	52.	Y	N	Y	70.6	74.794	1.13	2.46	28.518	26.4	1.08	N	Y	N	Y	Y	Y	Y	2.833	272.35	26.4	18.	N	N	20.	60.
10.		PICK-UP	5		4.	43.03	73.1	9.	15.	N	N	N	70.	268.52	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	20.343	283.03	0.	0.	N	N	0.	75.
10.		PICK-UP	5		4.	47.07	77.6	11.	19.	N	N	N	70.	211.	4.04	4.04	14.238	14.667	0.971	N	Y	N	Y	Y	Y	-	13.079	287.07	14.67	10.	N	N	10.	80.
10.		PICK-UP	5		4.	48.04	77.3	11.	21.	Y	N	N	70.	190.46	0.97	5.01	21.177	16.133	1.313	N	Y	N	Y	Y	Y	-	11.805	288.04	16.13	11.	Y	N	10.	75.
10.		PICK-UP	5		4.	54.91	69.	6.	43.	N	N	N	70.	90.614	6.87	11.88	14.534	12.467	1.166	N	Y	N	Y	N	N	-	10.297	294.91	12.47	7.	N	N	10.	75.
10.		PICK-UP	5		4.	57.15	68.2	5.	50.	N	N	N	70.	77.271	2.24	14.12	5.957	8.067	0.733	N	Y	N	Y	Y	N	-	10.537	297.15	0.	3.	N	N	0.	70.
10.		PICK-UP	5		4.	57.31	68.4	5.	50.	N	N	N	70.	77.271	0.16	14.28	0.	7.333	0.	N	Y	N	Y	Y	Y	-	10.537	297.31	0.	0.	N	N	0.	70.
10.		PICK-UP	5		4.	58.11	68.6	6.	55.	Y	N	N	70.	69.819	0.8	15.08	9.315	8.067	1.155	N	Y	N	Y	Y	Y	-	7.934	298.11	8.067	6.	Y	N	5.	70.
10.		PICK-UP	5		4.	58.88	69.	6.	60.	Y	N	Y	70.	63.61	0.77	15.85	8.064	8.8	0.916	N	Y	N	Y	Y	Y	Y	7.228	298.88	8.8	6.	N	N	5.	70.
11.		TRUCK	9		6.	6.55	77.3	18.	33.	N	N	N	96.	165.62	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	6.274	366.55	0.	0.	N	N	0.	75.
11.		TRUCK	9		6.	6.91	75.4	18.	36.	N	N	N	96.	151.43	0.36	0.36	39.426	26.4	1.493	N	Y	N	Y	Y	Y	-	5.736	366.91	26.4	19.	N	N	20.	75.
11.		TRUCK	9		6.	7.88	77.1	18.	40.	Y	N	N	96.	135.82	0.97	1.33	16.095	26.4	0.61	N	Y	N	Y	Y	Y	-	5.145	367.88	16.1	11.	Y	N	10.	75.
11.		TRUCK	9		6.	8.61	77.6	18.	45.	Y	N	Y	96.	120.21	0.73	2.06	21.398	26.4	0.81	N	Y	N	Y	Y	Y	-	4.553	368.61	21.39	15.	N	N	15.	80.
12.	FORD		3		6.	34.71	77.1	19.	31.	N	N	N	70.6	128.64	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	4.616	394.71	0.	0.	N	N	0.	75.
12.	FORD		3		6.	35.01	77.1	19.	32.	N	N	N	70.6	124.47	0.3	0.3	13.89	27.857	0.493	N	Y	N	Y	Y	Y	-	4.467	395.01	13.89	9.	N	N	10.	75.
12.	FORD		3		6.	35.98	77.3	19.	41.	Y	N	N	70.6	96.12	0.97	1.27	29.231	27.867	1.049	N	Y	N	Y	Y	Y	-	3.449	395.98	27.87	17.	N	N	20.	75.
12.	FORD		3		6.	36.25	77.8	19.	45.	Y	N	Y	70.6	57.159	0.27	1.54	33.159	27.867	1.191	N	Y	N	Y	Y	Y	-	3.129	396.25	27.87	19.	N	N	[illegible]	[illegible]
13.	OLDSMOBILE		4		7.	17.92	77.9	14.	85.	N	N	Y	75.4	47.24	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	N	2.301	437.92	0.	0.	N	N	[illegible]	[illegible]

CASE	MAKE	MODEL	SIZE	HO	RIN	SECON	ASPEED	CSPEED	TRWIDTH	BEEP	BRAKE	EVAS	TAWIDTH	TFDIST	SSLAST	ELAPSED	OPT_RATE	RAD_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ADEQ	TSDIST	ACTSEC	CLOSE	CL MPH	B .RN	WB WRN	CLS 5	ACT 5
14.		VAN	8		7.	29.3	74.1	12.	25.	N	N	N	75.	170.95	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	9.713	449.5	0.	0.	N	N	0.	75.
14.		VAN	8		7.	30.	73.1	12.	26.	N	N	N	75.	160.19	0.5	0.5	13.51	17.6	0.768	N	Y	N	Y	Y	Y	-	9.329	450.	13.51	9.	N	N	10.	75.
14.		VAN	8		7.	30.96	73.1	13.	29.	Y	N	N	75.	146.72	0.96	1.46	18.199	18.333	0.993	N	Y	N	Y	Y	Y	-	7.593	450.96	18.33	13.	Y	N	15.	75.
14.		VAN	8		7.	34.27	69.	12.	44.	Y	N	Y	75.	90.762	3.31	4.77	16.906	18.333	0.922	N	Y	N	Y	Y	Y	-	5.157	454.27	18.33	13.	N	N	15.	70.
15.			3		7.	37.7	75.8	12.	70.	N	N	N	70.6	54.354	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	3.088	477.7	0.	0.	N	N	0.	75.
15.			3		7.	37.93	75.4	12.	75.	N	N	N	70.6	50.417	0.23	0.23	17.117	17.6	0.973	N	Y	N	Y	Y	Y	-	2.865	477.93	17.6	12.	N	N	10.	75.
15.			3		7.	38.16	74.7	12.	82.	N	N	Y	70.6	45.713	0.23	0.46	20.452	17.6	1.162	N	Y	N	Y	Y	Y	N	2.597	478.16	17.6	12.	N	N	10.	75.
15.			3		7.	38.9	78.3	12.	96.	Y	N	Y	70.6	38.361	0.74	1.2	9.935	17.6	0.564	N	Y	N	Y	Y	Y	N	2.18	478.9	9.935	7.	N	N	5.	75.
16.			3		8.	29.35	75.0	10.	31.	N	N	N	70.6	128.64	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	8.771	509.35	0.	0.	N	N	0.	75.
16.			3		8.	29.99	75.8	10.	32.	N	N	N	70.6	124.47	0.64	0.64	6.511	14.667	0.444	N	Y	N	Y	Y	Y	-	8.487	509.99	0.	0.	N	N	0.	75.
16.			3		8.	30.83	73.1	6.	35.	Y	N	N	70.6	113.4	0.84	1.48	13.18	11.733	1.123	N	Y	N	Y	Y	Y	-	12.887	510.83	11.73	8.	Y	N	10.	75.
16.			2		8.	36.36	76.6	8.	69.	Y	Y	N	70.6	55.21	5.53	7.01	10.523	10.267	1.025	N	Y	N	Y	Y	Y	-	4.705	516.36	10.27	7.	N	N	5.	75.
17.	FORD	ESCORT	1		9.	32.52	80.1	10.	32.	N	N	N	65.9	115.88	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.901	572.52	0.	0.	N	N	0.	80.
17.	FORD	ESCORT	1		9.	32.85	77.3	10.	34.	N	N	N	65.9	100.78	0.33	0.33	21.491	14.667	1.465	N	N	N	Y	Y	Y	-	7.417	572.85	14.67	10.	N	N	10.	75.
17.	FORD	ESCORT	1		9.	33.82	77.6	20.	38.	Y	N	N	65.9	96.838	0.97	1.3	12.314	14.667	0.84	N	N	N	Y	Y	Y	-	6.603	573.82	14.67	10.	N	N	10.	80.
17.	FORD	ESCORT	1		9.	35.72	80.1	11.	52.	Y	N	Y	65.9	69.502	1.9	3.2	14.387	15.6	0.934	N	N	N	Y	Y	Y	-	6.508	575.72	15.6	11.	N	N	10.	80.
18.	CHEVROLET	CHEVETTE	1		10.	1.51	77.1	9.	52.	N	N	N	61.8	64.884	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.916	601.51	0.	0.	N	N	0.	75.
18.	CHEVROLET	CHEVETTE	1		10.	1.85	77.6	9.	55.	N	N	N	61.8	61.091	0.34	0.34	11.162	13.2	0.846	N	N	N	Y	Y	Y	-	4.628	601.85	13.2	9.	N	N	10.	80.
18.	CHEVROLET	CHEVETTE	1		10.	2.82	77.1	10.	73.	Y	N	N	61.8	44.869	0.97	1.31	16.724	13.933	1.2	N	N	N	Y	Y	Y	-	3.059	602.82	13.93	10.	N	N	10.	75.
18.	CHEVROLET	CHEVETTE	1		10.	2.95	77.1	10.	76.	Y	N	Y	61.8	42.913	0.13	1.44	15.046	14.667	1.026	N	N	N	Y	Y	Y	-	2.926	602.95	14.67	10.	N	N	10.	75.
19.		CARAVELLE	3		10.	60.02	80.6	22.	22.	N	N	N	70.6	183.19	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	5.677	640.02	0.	0.	N	N	0.	80.
19.		CARAVELLE	3		10.	60.42	80.1	22.	25.	N	N	N	70.6	175.02	0.4	0.4	20.422	32.267	0.633	N	Y	N	Y	Y	Y	-	5.424	640.42	20.42	14.	N	N	15.	80.
19.		CARAVELLE	3		10.	62.85	80.4	20.	37.	Y	N	N	70.6	107.02	2.43	2.83	27.984	30.8	0.909	N	Y	N	Y	Y	Y	-	3.648	642.85	30.8	21.	N	N	20.	80.
19.		CARAVELLE	3		10.	63.09	77.8	20.	42.	Y	N	Y	70.6	93.72	0.24	3.07	35.413	29.333	1.089	N	Y	N	Y	Y	Y	-	3.195	643.09	29.33	20.	N	N	20.	80.
20.	NISSAN	MAXIMA	2		12.	7.95	28.2	9.	51.	N	N	N	65.2	70.155	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.315	727.95	0.	0.	N	N	0.	0.
20.	NISSAN	MAXIMA	2		12.	15.48	50.9	14.	67.	N	N	N	65.2	76.923	7.53	7.53	-0.846	16.847	-0.05	N	N	N	Y	Y	N	-	3.727	735.48	0.	0.	N	N	0.	50.
20.	NISSAN	MAXIMA	2		12.	15.65	50.8	6.	47.	N	N	N	65.2	76.323	0.17	7.7	0.	13.2	0.	N	N	N	Y	Y	Y	-	13.044	735.65	0.	0.	N	N	0.	50.
20.	NISSAN	MAXIMA	2		12.	16.45	52.3	7.	52.	Y	N	N	65.2	68.714	0.8	8.5	9.761	8.067	1.21	N	N	N	Y	Y	Y	-	6.693	736.45	8.067	6.	Y	N	5.	50.
20.	NISSAN	MAXIMA	2		12.	16.99	52.6	7.	55.	Y	N	Y	65.2	64.71	0.54	9.04	7.415	10.267	0.722	N	N	N	Y	Y	Y	-	6.303	736.99	7.415	5.	N	N	5.	55.
21.		TRUCK	9		12.	21.99	56.3	8.	60.	N	N	N	96.	88.98	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	7.584	741.99	0.	0.	N	N	0.	55.
21.		TRUCK	9		12.	30.26	56.6	6.	60.	N	N	N	96.	88.98	8.27	8.27	0.	10.267	0.	N	Y	N	Y	Y	N	-	10.111	750.26	0.	0.	N	N	0.	65.
21.		TRUCK	9		12.	30.36	66.7	6.	61.	N	N	N	96.	87.445	0.1	8.37	15.35	8.8	1.744	N	Y	N	Y	Y	Y	-	9.937	750.36	8.8	6.	Y	N	5.	65.
21.		TRUCK	9		12.	31.23	67.1	6.	63.	Y	N	N	96.	81.774	0.87	9.24	6.518	8.8	0.741	N	Y	N	Y	Y	Y	-	9.293	751.23	0.	0.	N	N	0.	65.
21.		TRUCK	9		12.	32.8	68.6	8.	80.	Y	N	Y	96.	65.561	1.57	10.81	10.327	10.267	1.006	N	Y	N	Y	Y	Y	-	5.588	752.8	10.27	7.	N	N	5.	70.
22.	PONTIAC	PHOENIX	2		14.	24.11	73.1	20.	21.	N	N	N	69.6	189.35	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.455	864.11	0.	0.	N	N	0.	75.
22.	PONTIAC	PHOENIX	2		14.	24.65	73.1	20.	23.	N	N	N	69.6	172.47	0.54	0.54	31.246	29.333	1.065	N	N	N	Y	Y	Y	-	5.88	864.65	29.33	20.	N	N	20.	75.
22.	PONTIAC	PHOENIX	2		14.	25.61	73.1	21.	26.	Y	N	N	69.6	152.03	0.96	1.5	21.294	30.067	0.708	N	N	N	Y	Y	Y	-	4.936	865.61	21.3	15.	Y	N	15.	75.
22.	PONTIAC	PHOENIX	2		14.	27.31	73.1	21.	40.	Y	N	Y	69.6	97.177	1.7	3.2	32.267	30.8	1.048	N	N	N	Y	Y	Y	Y	3.559	867.31	30.8	21.	N	N	20.	75.
23.		TRUCK	9		14.	44.66	70.8	26.	25.	N	N	N	96.	220.13	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	5.773	884.66	0.	0.	N	N	0.	70.
23.		TRUCK	9		14.	45.4	70.	26.	28.	N	N	N	96.	196.04	0.74	0.74	32.55	38.133	0.854	N	Y	N	Y	Y	Y	-	5.141	885.4	38.13	26.	N	N	0.	70.
23.		TRUCK	9		14.	46.37	72.3	26.	34.	Y	N	N	96.	160.61	0.97	1.71	36.52	38.133	0.956	N	Y	N	Y	Y	Y	-	4.212	886.37	38.13	26.	N	N	0.	70.
23.		TRUCK	9		14.	46.67	71.	26.	34.	Y	N	Y	96.	160.61	0.3	2.01	0.	38.133	0.	N	Y	N	Y	Y	Y	-	4.212	886.67	0.	0.	N	N	0.	70.
24.	OLDSMOBIL	CUTLASS	3		16.	15.35	74.1	12.	72.	N	Y	N	71.6	53.527	0.	0.	0.	0.	0.	N	N	Y	N	Y	N	-	3.541	975.35	0.	0.	N	N	0.	75.
24.	OLDSMOBIL	CUTLASS	3		16.	16.69	68.2	9.	E2	Y	Y	N	71.6	34.852	1.34	1.34	13.937	15.4	0.905	N	N	N	Y	Y	Y	-	2.54	976.69	15.4	11.	N	Y	10.	70.
24.	OLDSMOBIL	CUTLASS	3		16.	16.89	66.9	9.	E2	Y	Y	Y	71.6	33.414	0.2	1.54	7.19	13.2	0.545	N	N	N	Y	Y	Y	N	2.531	976.89	0.	0.	N	N	0.	55.
25.	FORD	PICK-UP	5		16.	55.76	76.8	12.	35.	N	N	N	70.	112.4	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	6.386	1015.8	0.	0.	N	N	0.	75.
25.	FORD	PICK-UP	5		16.	56.36	77.1	12.	36.	N	N	N	70.	109.15	0.3	0.3	10.843	17.6	0.616	N	Y	N	Y	Y	Y	-	6.201	1016.1	10.84	7.	N	N	5.	75.
25.	FORD	PICK-UP	5		16.	57.03	79.3	13.	42.	Y	N	N	70.	92.883	0.97	1.27	16.756	18.333	0.915	N	Y	N	Y		Y	-	4.872	1017.	16.33	13.	N	N	15.	80.
25.	FORD	PICK UP	5		16.	57.43	79.1	13.	45.	Y	N	Y	70.	86.378	0.4	1.67	16.262	19.067	0.653	N	Y	N	Y	Y	Y	-	4.53	1017.4	19.07	13.	N	N	15.	80.
26.	BUICK	REGAL	3		17.	59.33	77.8	6.	32.	N	N	N	71.6	126.3	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	14.353	1079.3	0.	0.	N	N	0.	80.
26.	BUICK	REGAL	3		18.	0.23	77.1	6.	35.	N	N	N	71.6	115.08	0.9	0.9	12.477	8.8	1.418	N	N	N	Y	Y	Y	-	13.077	1080.2	8.8	6.	Y	N	5.	75.
26.	BUICK	REGAL	3		18.	1.2	77.1	6.	38.	Y	N	N	71.6	105.02	0.97	1.87	9.747	8.8	1.109	Y	Y	Y	Y		N	-	12.002	1081.2	8.8	6.		Y	5.	80.
26.	BUICK	REGAL	3		18.	2.36	75.4	5.	40.	Y	Y	Y	71.6	100.1	1.26	3.13	4.378	8.067	0.543	N	N	N	Y		N	-	13.351	1082.5	0.	0.		N	0.	75.
27.		TRUCK	9		13.	43.67	60.4	17.	28.	N	N	N	96.	195.04	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	7.852	1123.7	0.	0.	N	N	0.	80.
27.		TRUCK	9		13.	44.3	82.	17.	31.	N	N	Y	96.	176.61	0.63	0.63	20.635	24.932	1.177	N	Y	N	Y		Y	-	7.93	1124.3	24.93	17.	N	N	15.	80.

CASE	MAKE	MODEL	SIZE	HD	MIN	SECCN	ASPEED	CSPEED	TRWIDTH	BEEP	BRAKE	EVAS	TAWIDTH	TFDIST	SSLAST	ELAPSED	OPT_RATE	RAD_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ACED	TSDIST	ACTSEC	CLOSE	CL MPH	B WRN	NO WRN	CLS 5	ACT 5
27.		TRUCK	9		18.	45.27	84.2	17.	33.	Y	N	Y	96.	165.62	0.97	1.6	11.328	24.933	0.454	N	Y	N	Y	Y	Y	-	6.643	1125.3	11.33	8.	N	N	10.	85.
28.			3		19.	28.91	77.1	21.	45.	N	Y	N	70.6	87.159	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	-	2.83	1168.9	0.	0.	N	N	0.	75.
28.			3		19.	30.85	63.6	7.	76.	Y	Y	Y	70.6	49.692	1.94	1.94	19.313	20.533	0.941	N	Y	N	Y	Y	Y	N	4.84	1170.9	20.53	14.	N	N	15.	65.
29.		TRUCK	9		20.	15.6	77.8	13.	60.	N	N	N	96.	88.98	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	4.667	1215.6	0.	0.	N	N	0.	80.
29.		TRUCK	9		20.	15.86	77.8	13.	62.	N	N	Y	96.	85.958	0.26	0.26	11.623	19.067	0.61	N	Y	N	Y	Y	Y	-	4.300	1215.9	11.62	8.	N	N	10.	80.
30.	SUBARU	GL	1		20.	38.19	79.1	18.	35.	N	N	N	63.8	102.03	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.865	1238.2	0.	0.	N	N	0.	80.
30.	SUBARU	GL	1		20.	38.49	80.1	18.	39.	N	N	N	63.8	91.082	0.3	0.3	36.487	26.4	1.382	N	N	N	Y	Y	Y	-	3.45	1238.5	26.4	18.	N	N	20.	80.
30.	SUBARU	GL	1		20.	38.75	80.1	17.	39.	N	Y	N	63.8	91.082	0.26	0.56	0.	25.667	0.	N	N	N	Y	Y	Y	-	3.653	1238.8	0.	0.	N	N	0.	80.
30.	SUBARU	GL	1		20.	39.52	75.4	16.	49.	Y	Y	N	63.8	71.336	0.77	1.33	25.384	24.2	1.049	N	N	N	Y	Y	Y	-	3.048	1239.5	24.2	17.	N	N	15.	75.
30.	SUBARU	GL	1		20.	40.99	73.1	11.	68.	Y	N	Y	63.8	50.236	1.47	2.8	14.49	19.8	0.732	N	N	N	Y	Y	Y	-	3.114	1241.	14.49	10.	N	N	10.	75.
31.	FORD	ESCORT	1		21.	10.29	76.6	11.	32.	N	N	N	65.9	115.88	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.182	1270.3	0.	0.	N	N	0.	75.
31.	FORD	ESCORT	1		21.	10.62	76.8	11.	36.	N	N	N	65.9	102.48	0.33	0.33	40.594	16.133	2.516	N	N	N	Y	Y	Y	-	6.352	1270.6	16.13	11.	N	N	10.	75.
31.	FORD	ESCORT	1		21.	11.59	74.9	11.	40.	Y	N	N	65.9	91.761	0.97	1.3	11.049	16.133	0.685	N	N	N	Y	Y	Y	-	5.688	1271.6	11.05	8.	Y	N	10.	75.
31.	FORD	ESCORT	1		21.	12.65	76.6	11.	46.	Y	N	Y	65.9	79.18	1.06	2.36	11.869	16.133	0.736	N	N	N	Y	Y	Y	-	4.900	1272.7	11.87	8.	N	N	10.	75.
32.	VOLKSWAGO	RABBIT	1		21.	42.52	76.6	14.	30.	N	N	N	63.4	119.03	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.797	1302.5	0.	0.	N	N	0.	75.
32.	VOLKSWAGO	RABBIT	1		21.	42.82	76.4	14.	32.	N	N	N	63.4	111.3	0.3	0.3	25.777	20.533	1.255	N	N	N	Y	Y	Y	-	5.421	1302.8	20.53	14.	N	N	15.	75.
32.	VOLKSWAGO	RABBIT	1		21.	43.79	76.4	14.	38.	Y	N	N	63.4	92.986	0.97	1.27	18.881	20.533	0.92	N	N	N	Y	Y	Y	-	4.529	1303.8	20.53	14.	N	N	15.	75.
32.	VOLKSWAGO	RABBIT	1		21.	44.32	76.6	14.	40.	Y	N	Y	63.4	88.102	0.53	1.8	9.215	20.533	0.449	N	N	N	Y	Y	Y	-	4.291	1304.3	9.215	6.	N	N	5.	75.
33.		TRUCK	9		22.	29.56	73.4	14.	32.	Y	N	N	96.	170.95	0.	0.	0.	0.	0.	N	Y	Y	Y	Y	Y	-	8.325	1349.6	0.	0.	N	N	0.	75.
33.		TRUCK	9		22.	32.64	76.3	14.	30.	Y	N	Y	96.	107.72	3.08	3.08	20.53	20.533	1.	N	Y	N	Y	Y	Y	-	5.246	1352.6	20.53	14.	N	N	15.	75.
34.	CHEVROLET	WAGON	4		23.	1.	73.1	21.	23.	N	N	N	79.3	197.17	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.401	1381.	0.	0.	N	N	0.	75.
34.	CHEVROLET	WAGON	4		23.	1.56	73.1	22.	25.	N	N	N	79.3	181.02	0.56	0.56	28.837	31.533	0.915	N	N	N	Y	Y	Y	-	5.61	1381.6	31.53	22.	N	N	20.	75.
34.	CHEVROLET	WAGON	4		23.	2.53	74.1	23.	31.	Y	N	N	79.3	145.07	0.97	1.53	37.056	33.	1.123	N	N	N	Y	Y	Y	-	4.301	1382.5	33.	23.	N	N	25.	75.
34.	CHEVROLET	WAGON	4		23.	3.43	74.3	23.	37.	Y	N	Y	79.3	120.79	0.9	2.43	26.986	33.733	0.8	N	N	N	Y	Y	Y	-	3.581	1383.4	26.99	18.	N	N	20.	75.
35.	NISSAN		1		23.	21.68	73.1	18.	25.	N	N	N	66.1	150.1	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	5.686	1401.7	0.	0.	N	N	0.	75.
35.	NISSAN		1		23.	22.08	75.2	18.	26.	N	N	N	66.1	144.15	0.4	0.4	14.885	26.4	0.564	N	Y	N	Y	Y	Y	-	5.46	1402.1	14.89	10.	N	N	10.	75.
35.	NISSAN		1		23.	23.05	75.4	17.	31.	Y	N	N	66.1	120.14	0.97	1.37	24.749	25.667	0.964	N	Y	N	Y	Y	Y	-	4.819	1403.1	25.67	18.	N	N	20.	75.
35.	NISSAN		1		23.	23.92	73.1	17.	38.	Y	N	Y	66.1	97.146	0.87	2.24	26.432	24.933	1.06	N	Y	N	Y	Y	Y	-	3.696	1403.9	24.93	17.	N	N	15.	75.
36.		TRUCK	9		23.	46.07	72.9	37.	18.	N	N	N	96.	307.36	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	5.667	1424.1	0.	0.	N	N	0.	75.
36.		TRUCK	9		23.	48.15	74.1	17.	28.	N	N	N	96.	196.04	4.08	4.08	27.333	39.6	0.69	N	Y	N	Y	Y	Y	-	7.962	1428.2	27.33	19.	N	N	20.	75.
36.		TRUCK	9		23.	49.11	72.9	18.	32.	Y	N	N	96.	170.95	0.96	5.04	26.138	25.667	1.018	N	Y	N	Y	Y	Y	-	6.475	1429.1	25.67	18.	N	N	20.	75.
36.		TRUCK	9		23.	50.61	70.4	16.	40.	Y	Y	N	96.	135.82	1.5	6.54	23.419	24.933	0.939	N	Y	N	Y	Y	Y	-	5.780	1430.6	24.93	17.	N	N	15.	70.
37.	CHEVROLET	JIMMY	8		0.	43.65	37.7	9.	42.	N	N	N	65.4	86.471	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	6.551	43.65	0.	0.	N	N	0.	40.
37.	CHEVROLET	JIMMY	8		0.	44.19	38.8	9.	46.	N	N	N	65.4	78.344	0.54	0.54	14.68	13.2	1.112	N	N	N	Y	Y	Y	-	5.95	44.19	13.2	9.	N	N	10.	40.
37.	CHEVROLET	JIMMY	8		0.	45.15	37.7	8.	53.	Y	N	N	65.4	67.55	0.96	1.5	11.452	12.467	0.919	N	N	N	Y	Y	Y	-	5.757	45.15	12.47	9.	Y	N	10.	40.
37.	CHEVROLET	JIMMY	8		0.	50.33	36.2	5.	93.	Y	Y	N	65.4	36.477	5.18	6.68	5.999	9.533	0.629	N	N	N	Y	Y	Y	-	4.974	50.33	0.	0.	N	N	0.	35.
38.	DODGE	ARIES	2		0.	39.17	71.9	5.	25.	N	N	N	68.6	155.96	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	21.267	39.17	0.	0.	N	N	0.	75.
38.	DODGE	ARIES	2		0.	46.88	74.3	6.	38.	N	N	N	58.6	101.	7.71	7.71	7.128	8.067	0.884	N	N	N	Y	Y	N	-	11.477	46.88	3.357	6.	N	N	5.	75.
38.	DODGE	ARIES	2		0.	46.98	72.5	6.	38.	N	N	N	68.6	101.	0.1	7.81	0.	8.8	0.	N	N	N	Y	Y	Y	-	11.477	46.98	0.	6.	N	N	0.	75.
38.	DODGE	ARIES	2		0.	47.85	72.7	7.	45.	Y	N	N	68.6	84.557	0.87	8.68	18.893	9.333	1.982	N	N	N	Y	Y	Y	-	8.236	47.85	9.533	7.	N	N	5.	75.
38.	DODGE	ARIES	2		0.	49.81	74.7	7.	54.	Y	N	Y	68.6	69.681	1.96	10.64	7.59	10.267	0.739	N	N	N	Y	Y	Y	-	6.787	49.81	7.59	5.	N	N	5.	75.
39.	VOLKSWAGO	RABBIT	2		1.	16.5	74.3	11.	21.	N	N	N	63.4	172.66	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	10.565	76.5	0.	0.	N	N	0.	75.
39.	VOLKSWAGO	RABBIT	2		1.	17.14	74.1	11.	20.	N	N	N	63.4	180.9	0.64	0.64	-13.609	16.133	-0.856	N	N	Y	Y	Y	Y	-	11.213	77.14	0.	3.	N	N	0.	75.
39.	VOLKSWAGO	RABBIT	2		1.	18.1	74.1	12.	22.	Y	N	N	63.4	164.05	0.96	1.6	17.575	16.967	1.042	N	N	N	Y	Y	Y	-	9.32	78.1	16.87	12.	Y	N	10.	75.
39.	VOLKSWAGO	RABBIT	2		1.	19.5	73.2	12.	25.	Y	N	Y	63.4	143.78	1.4	3.	14.462	17.6	0.822	N	N	N	N	N	N	-	8.169	79.5	14.46	15.	Y	N	10.	75.
40.	FORD		6		1.	37.43	74.3	10.	71.	N	N	N	76.	57.975	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	3.753	97.43	0.	0.	N	N	0.	75.
40.	FORD		6		1.	37.7	74.3	10.	75.	N	N	N	76.	54.633	0.27	0.27	12.378	14.557	0.844	N	Y	N	Y	Y	Y	-	3.725	97.7	14.67	10.	N	N	10.	75.
40.	FORD		6		1.	38.6	73.2	11.	97.	N	N	Y	76.	41.177	0.9	1.17	14.951	15.4	0.971	Y	Y	N	Y	Y	Y	-	2.552	98.6	15.4	11.	N	N	10.	75.
40.	FORD		6		1.	38.7	73.2	11.	98.	Y	N	Y	76.	40.709	0.1	1.27	4.58	16.133	0.29	N	Y	N	Y	Y	Y	-	2.523	98.7	0.	0.	N	N	0.	75.
41.	PLYMOUTH		3		2.	21.7	74.7	26.	33.	N	N	N	70.6	120.55	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	-	3.162	141.7	0.	0.	N	N	0.	75.
41.	PLYMOUTH		3		2.	22.34	74.7	26.	42.	N	N	Y	70.6	93.72	0.64	0.64	41.938	38.133	1.1	N	Y	N	N	N	N	N	2.453	142.34	38.13	26.	N	N	0.	75.
42.	CHEVROLET	CHEVETTE	1		3.	15.09	74.5	12.	71.	N	Y	N	61.8	46.256	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	-	2.529	195.09	0.	0.	N	N	0.	75.
43.	BMW	320I	2		3.	59.94	74.3	8.	38.	N	N	N	63.4	92.986	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.525	239.94	0.	0.	N	N	0.	75.
43.	BMW	320I	2		4.	0.27	74.5	9.	41.	N	N	N	63.4	55.337	0.33	0.33	21.652	11.733	[illegible]	N	N	N	Y	Y	Y	-	7.216	240.27	11.73	8.	N	N	10.	75.
43.	BMW	320I	2		4.	1.24	72.7	8.	45.	Y	N	N	63.4	77.791	0.97	1.3	3.297	11.733	[illegible]	N	N	N	Y	Y	[illegible]	-	6.63	241.24	3.297	5.	N	N	5.	75.

CASE	MAKE	MODEL	SIZE	ND	MIN	SECON	ASPEED	CSPEED	TRWIDTH	BEEP	BRAKE	EVAS	TAWIDTH	TFDIST	SSLAST	ELAPSED	OPT_RATE	RAD_RATE	RATE_SAT	ERR	WARN	NEW	L1	L2	L3	ADER	TSDIST	ACTSEC	CLOSE	CL MPH	S WRN	WD WRN	CLS S	ACT S
43.	BMW	320I	2		4.	3.04	75.	9.	62.	Y	N	Y	63.4	55.174	1.8	3.1	12.565	12.467	1.008	N	N	N	Y	Y	Y	-	4.18	243.04	12.47	9.	N	N	10.	75.
44.			2		4.	15.69	72.1	11.	43.	N	N	N	69.1	89.389	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	5.581	255.69	0.	0.	N	N	0.	70.
44.			2		4.	15.99	72.1	11.	43.	N	N	N	69.1	89.389	0.3	0.3	0.	16.133	0.	N	Y	N	Y	Y	Y	-	5.581	255.99	0.	0.	N	N	0.	70.
44.			2		4.	16.99	72.3	12.	55.	Y	N	N	69.1	60.861	1.	1.3	20.528	16.867	1.217	N	Y	N	Y	Y	Y	-	3.913	256.99	16.87	12.	N	N	10.	70.
44.			2		4.	17.25	72.1	12.	62.	Y	N	Y	69.1	60.557	0.26	1.56	31.938	17.6	1.815	N	Y	N	Y	Y	Y	-	3.881	257.25	17.6	12.	N	N	10.	70.
45.	FORD	THUNDERBIRD	3		4.	26.46	74.3	11.	37.	N	N	N	71.1	107.81	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.682	266.46	0.	0.	N	N	0.	75.
45.	FORD	THUNDERBIRD	3		4.	26.76	74.3	11.	41.	N	N	N	71.1	96.834	0.3	0.3	36.587	16.133	2.268	N	N	N	Y	Y	Y	-	6.002	266.76	16.13	11.	N	N	10.	75.
45.	FORD	THUNDERBIRD	3		4.	27.73	74.7	13.	48.	Y	N	N	71.1	82.028	0.97	1.27	15.264	17.6	0.867	N	N	N	Y	Y	Y	-	6.302	267.73	17.6	12.	N	N	10.	75.
45.	FORD	THUNDERBIRD	3		4.	28.5	75.	12.	55.	Y	N	Y	71.1	70.99	0.77	2.04	14.335	18.333	0.782	N	N	N	Y	Y	Y	-	4.036	268.5	14.34	10.	N	N	10.	75.
46.	BUICK	SKYHAWK	2		5.	0.46	74.3	26.	33.	N	N	Y	62.	99.017	0.	0.	0.	0.	0.	N	N	Y	N	N	N	N	2.397	300.46	0.	0.	N	N	0.	75.
47.	VOLKSWAGO	MICROBUS	7		5.	10.6	72.1	22.	32.	N	N	N	72.6	128.13	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.971	310.6	0.	0.	N	N	0.	70.
47.	VOLKSWAGO	MICROBUS	7		5.	10.94	72.3	12.	35.	N	N	N	72.6	116.75	0.34	0.34	33.488	24.933	1.343	N	N	N	Y	Y	Y	-	6.633	310.94	24.93	17.	N	N	15.	70.
47.	VOLKSWAGO	MICROBUS	7		5.	11.9	76.4	12.	40.	Y	N	N	72.6	101.97	0.96	1.3	15.813	17.6	0.898	N	N	N	Y	Y	Y	-	5.771	311.9	17.6	12.	N	N	10.	75.
47.	VOLKSWAGO	MICROBUS	7		5.	12.98	74.3	13.	50.	Y	N	Y	72.6	88.318	1.08	2.38	19.679	18.333	1.073	N	N	N	Y	Y	Y	-	4.212	312.98	18.33	13.	N	N	15.	75.
48.	CHEVROLET	PICK-UP	8		6.	19.55	74.5	16.	32.	N	N	N	70.	123.38	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	5.258	379.55	0.	0.	N	N	0.	75.
48.	CHEVROLET	PICK-UP	8		6.	19.88	70.7	16.	32.	N	N	N	75.	123.38	0.33	0.33	0.	23.467	0.	N	Y	N	Y	Y	Y	-	5.258	379.88	0.	0.	N	N	0.	75.
48.	CHEVROLET	PICK-UP	8		6.	20.85	73.2	15.	41.	Y	N	N	70.	95.263	0.97	1.3	20.984	22.733	1.275	N	Y	N	Y	Y	Y	-	4.33	380.85	22.73	16.	N	N	15.	75.
48.	CHEVROLET	PICK-UP	8		6.	21.45	72.9	15.	47.	Y	N	Y	70.	82.503	0.6	1.9	21.267	22.	0.967	N	Y	N	Y	Y	Y	-	3.75	381.45	22.	15.	N	N	15.	75.
49.	PONTIAC	BONNEVILLE	3		6.	28.55	74.7	7.	35.	N	N	N	71.6	115.08	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	11.209	388.55	0.	0.	N	N	0.	75.
49.	PONTIAC	BONNEVILLE	3		6.	28.89	74.7	13.	35.	N	N	N	71.6	115.08	0.36	0.34	0.	14.667	0.	N	N	N	Y	Y	Y	-	6.035	388.89	0.	0.	N	N	0.	75.
49.	PONTIAC	BONNEVILLE	3		6.	29.89	74.7	13.	38.	Y	N	N	71.6	105.62	1.	1.34	9.455	19.067	0.496	N	N	N	Y	Y	Y	-	5.56	389.89	9.455	6.	Y	N	5.	75.
49.	PONTIAC	BONNEVILLE	3		6.	36.8	74.3	6.	93.	Y	Y	N	71.6	60.38	6.91	0.25	9.441	13.933	0.678	N	N	N	Y	Y	Y	-	4.589	396.8	9.441	6.	N	N	5.	75.
50.	VOLKSWAGO	QUANTUM	2		7.	15.93	74.5	10.	54.	N	N	N	66.9	67.835	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.625	435.93	0.	0.	N	N	0.	75.
50.	VOLKSWAGO	QUANTUM	2		7.	16.2	74.3	10.	56.	N	N	N	66.9	65.248	0.27	0.27	9.593	14.667	0.654	N	N	N	Y	Y	Y	-	4.449	436.2	9.593	7.	N	N	5.	75.
50.	VOLKSWAGO	QUANTUM	2		7.	17.76	74.5	10.	83.	Y	N	N	66.9	42.495	1.56	1.83	16.583	14.667	0.794	N	N	N	Y	Y	Y	-	2.897	437.76	14.67	10.	N	N	10.	75.
50.	VOLKSWAGO	QUANTUM	2		7.	17.87	72.5	10.	84.	Y	N	N	66.9	61.934	0.11	1.94	3.1	14.667	0.348	N	N	N	Y	Y	Y	-	2.859	437.87	0.	0.	N	N	0.	75.
51.	DATSUN		2		7.	43.13	75.9	7.	42.	N	N	N	69.1	91.629	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	8.925	463.13	0.	0.	N	N	0.	80.
51.	DATSUN		2		7.	43.43	74.3	8.	42.	N	N	N	69.1	91.629	0.3	0.3	0.	11.	0.	N	Y	N	Y	Y	Y	-	7.809	463.43	0.	0.	N	N	0.	75.
51.	DATSUN		2		7.	44.4	74.5	7.	46.	Y	N	N	69.1	83.253	0.97	1.27	8.635	11.	0.785	N	Y	N	Y	Y	Y	-	8.109	464.4	8.636	6.	Y	N	5.	75.
51.	DATSUN		2		7.	44.8	74.3	7.	50.	N	N	Y	69.1	76.217	0.4	1.67	17.59	10.267	1.713	N	Y	N	N	N	N	-	7.424	464.8	10.27	7.	N	N	5.	75.
52.		TRUCK	9		8.	49.7	72.9	26.	23.	N	N	N	96.	239.68	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	50.213	529.7	0.	0.	N	N	0.	75.
52.		TRUCK	9		8.	51.16	74.7	15.	26.	N	N	N	96.	211.48	1.46	1.46	19.312	22.733	0.85	N	Y	N	Y	Y	Y	-	9.613	531.16	22.73	15.	N	N	15.	75.
52		TRUCK	9		8.	52.7	70.7	16.	32.	Y	N	N	96.	170.95	1.54	3.	26.32	22.733	1.158	N	Y	N	Y	Y	Y	-	7.285	532.7	22.73	16.	Y	Y	15.	75.
52.		TRUCK	9		8.	56.1	72.5	16.	58.	Y	N	Y	96.	92.21	3.4	6.4	23.158	23.467	0.987	N	Y	N	Y	Y	Y	-	3.729	536.1	23.47	16.	N	N	15.	75.
53.	FORD	VAN	8		9.	34.37	74.5	8.	26.	N	N	N	79.9	173.22	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	14.534	574.37	0.	0.	N	N	0.	75.
53.	FORD	VAN	8		9.	39.04	74.1	8.	37.	N	N	N	79.9	121.74	4.67	4.67	11.454	11.733	0.976	N	N	N	Y	Y	N	-	10.375	579.04	11.73	8.	N	N	10.	75.
53.	FORD	VAN	8		9.	39.14	75.4	8.	37.	N	N	N	79.9	121.74	0.1	4.77	0.	11.733	0.	N	N	N	Y	Y	Y	-	10.375	579.14	0.	0.	N	N	0.	75.
53.	FORD	VAN	8		9.	40.01	74.1	8.	40.	Y	N	N	79.9	112.25	0.87	5.64	10.899	11.733	0.929	N	N	N	Y	Y	Y	-	9.567	580.01	11.73	8.	N	N	10.	75.
53.	FORD	VAN	8		9.	41.31	74.1	8.	45.	Y	N	Y	79.9	99.258	1.3	6.94	9.996	11.733	0.852	N	N	N	Y	Y	Y	-	8.46	581.31	11.73	8.	N	N	10.	75.
54.	PLYMOUTH	RELIANT	2		9.	48.22	74.5	12.	22.	N	N	N	68.6	196.12	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	11.143	588.22	0.	0.	N	N	0.	75.
54.	PLYMOUTH	RELIANT	2		9.	48.75	74.3	12.	22.	N	Y	N	68.6	169.92	0.53	0.53	49.421	17.6	2.808	N	N	N	Y	Y	Y	-	9.655	588.75	17.6	12.	N	N	10.	75.
54.	PLYMOUTH	RELIANT	2		9.	49.69	74.3	13.	26.	Y	N	N	68.6	149.78	0.94	1.47	21.433	18.333	1.169	N	N	N	Y	Y	Y	-	7.855	589.69	18.33	13.	Y	N	15.	75.
54.	PLYMOUTH	RELIANT	2		9.	53.95	73.7	12.	45.	Y	N	Y	68.6	94.557	4.26	5.73	15.31	18.333	0.835	N	N	N	Y	Y	Y	-	4.594	593.95	18.33	13.	N	N	15.	75.
55.	VOLKSWAGO	RABBIT	1		10.	28.89	74.8	8.	31.	N	N	N	63.4	115.04	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	9.305	628.89	0.	0.	N	N	0.	75.
55	VOLKSWAGO	RABBIT	1		10.	29.22	75.	7.	33.	N	N	N	63.4	107.75	0.33	0.33	21.998	11.	1.999	N	N	N	Y	Y	Y	-	10.499	629.22	11.	8.	N	N	10.	75.
55.	VOLKSWAGO	RABBIT	1		10.	30.2	77.1	7.	36.	Y	N	N	63.4	98.413	0.98	1.31	9.554	10.267	0.932	N	N	N	Y	Y	Y	-	9.586	630.2	10.27	7.	Y	N	5.	75.
55	VOLKSWAGO	RABBIT	1		10.	33.13	77.6	6.	50.	Y	N	Y	63.4	69.543	2.93	4.24	9.853	9.533	1.034	N	N	N	Y	Y	Y	-	7.903	633.13	9.533	7.	N	N	5.	80.
56.	OLDSMOBIL		4		11.	19.81	74.7	7.	28	N	N	N	75.4	152.96	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	14.697	679.81	0.	0.	N	N	0.	75.
56.	OLDSMOBIL		4		11.	19.81	75.8	7.	30	N	N	N	75.4	142.45	0.	0.	0.	10.267	0.	N	Y	N	Y	Y	N	-	13.675	679.81	0.	0.	N	N	0.	75
56.	OLDSMOBIL		4		11.	20.31	76.9	7.	31.	N	N	N	75.4	137.71	0.5	0.5	9.494	10.267	0.925	N	Y	N	Y	Y	Y	-	13.413	680.31	13.27	7.	N	N	5.	75
57.	TOYOTA	CELICA	1		11.	33.79	75.	13.	35	N	N	N	65.5	104.87	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.5	693.79	0.	0.	N	N	0.	75.
57.	TOYOTA	CELICA	1		11.	34.09	75.	13.	35.	N	N	N	65.5	104.37	0.3	0.3	0.	17.067	0.	N	N	N	Y	Y	Y	-	5.5	694.09	0.	0.	N	Y	0.	75.
57	TOYOTA	CELICA	1		11.	35.05	75.	14.	43.	Y	N	N	65.5	84.487	0.96	1.26	21.234	19.9	[illegible]	Y	N	N	Y	Y	Y	-	4.115	695.05	19.9	14.	N	N	15.	75.
57	TOYOTA	CELICA	1		11.	35.75	75.2	13.	40.	Y	N	Y	55.5	72.662	0.7	1.96	17.836	19.9	[illegible]	Y	N	N	N	N	N	-	3.776	695.75	17.8	14.	N	N	15.	75.
58.	OLDSMOBIL	CUTLASS	3		12.	35.15	77.4	9.	33.	N	N	Y	75.4	122.??	0.	0.	0.	[illegible]	[illegible]	N	N	[illegible]	[illegible]	[illegible]	N	-	9.159	755.15	0.	0.	N	N	[illegible]	75.

CASE	MAKE	MODEL	SIZE	HO	MIN	SECON	ASPEED	CSPEED	TRWIDTH	BEEP	BRAKE	EVAS	TAWIDTH	TFDIST	SSLAST	ELAPSED	OPT_RATE	RAD_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ADEQ	TSDIST	ACTSEC	CLOSE	CL MPH	5 WRN	WD WRN	CLS 5	ACT 5
58.	OLDSMOBIL	CUTLASS	3		12.	35.99	73.2	9.	34.	N	N	N	71.6	118.6	0.34	0.34	10.988	13.2	0.832	N	N	N	Y	Y	Y	-	8.985	755.99	10.99	7.	N	N	5.	75.
58.	OLDSMOBIL	CUTLASS	3		12.	36.95	75.4	9.	38.	Y	N	N	71.6	105.62	0.95	1.3	13.519	13.2	1.024	N	N	N	Y	Y	Y	-	8.002	756.95	13.2	9.	Y	N	10.	75.
58.	OLDSMOBIL	CUTLASS	3		12.	39.12	74.7	11.	56.	Y	N	Y	71.6	70.162	2.17	3.47	16.34	14.667	1.114	N	N	N	Y	Y	Y	-	4.349	759.12	14.67	10.	N	N	10.	75.
59.	BUICK	WAGON	4		13.	4.55	73.2	17.	40.	N	N	N	79.3	111.37	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.467	784.55	0.	0.	N	N	0.	75.
59.	BUICK	WAGON	4		13.	4.85	74.1	17.	42.	N	N	N	79.3	105.85	0.3	0.3	18.423	24.933	0.739	N	N	N	Y	Y	Y	-	4.245	784.85	18.42	13.	N	N	15.	75.
59.	BUICK	WAGON	4		13.	5.81	74.1	13.	50.	Y	N	N	79.3	88.161	0.96	1.26	18.425	22.	0.837	N	N	N	Y	Y	Y	-	4.624	785.81	22.	15.	N	N	15.	75.
59.	BUICK	WAGON	4		13.	6.48	74.3	13.	62.	Y	Y	N	79.3	70.189	0.67	1.93	26.824	19.067	1.407	N	N	N	Y	Y	Y	-	3.681	786.48	19.07	13.	N	N	15.	75.
60.	TOYOTA	VAN	7		13.	46.12	75.4	21.	30.	N	N	N	66.3	124.69	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.049	826.12	0.	0.	N	N	0.	75.
60.	TOYOTA	VAN	7		13.	46.42	76.8	21.	34.	N	N	N	66.3	109.47	0.3	0.3	30.78	30.8	1.647	N	N	N	Y	Y	Y	-	3.554	826.42	30.8	21.	N	N	20.	75.
60.	TOYOTA	VAN	7		13.	47.35	75.2	20.	45.	Y	Y	N	66.3	81.544	0.93	1.23	30.009	30.067	0.998	N	N	N	Y	Y	Y	-	2.781	827.35	30.07	21.	N	N	20.	75.
61.	CHEVROLET	CELEBRITY	3		14.	37.34	72.9	18.	36.	N	N	N	69.3	108.01	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.091	877.34	0.	0.	N	N	0.	75.
61.	CHEVROLET	CELEBRITY	3		14.	37.67	74.7	18.	40.	N	N	N	69.3	96.738	0.33	0.33	34.152	26.4	1.294	N	N	N	Y	Y	Y	-	3.664	877.67	26.4	18.	N	N	20.	75.
61.	CHEVROLET	CELEBRITY	3		14.	38.44	74.7	20.	50.	N	N	Y	69.3	76.451	0.77	1.1	26.347	27.867	0.945	N	N	N	Y	Y	Y	-	2.606	878.44	27.87	19.	N	N	20.	75.
61.	CHEVROLET	CELEBRITY	3		14.	38.6	74.7	20.	52.	Y	N	Y	69.3	73.33	0.16	1.26	19.506	29.333	0.665	N	N	N	Y	Y	Y	-	2.5	878.6	19.51	13.	N	N	15.	75.
62.	CHEVROLET	WAGON	4		15.	1.13	77.1	17.	28.	N	N	N	79.3	161.12	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.462	901.13	0.	0.	N	N	0.	75.
62.	CHEVROLET	WAGON	4		15.	1.5	77.1	17.	28.	N	N	N	79.3	161.12	0.37	0.37	0.	24.933	0.	N	N	N	Y	Y	Y	-	6.462	901.5	0.	0.	N	N	0.	75.
62.	CHEVROLET	WAGON	4		15.	2.46	77.1	19.	34.	Y	N	N	79.3	131.86	0.96	1.33	30.48	26.4	1.155	N	N	N	Y	Y	Y	-	4.732	902.46	26.4	18.	N	N	20.	75.
62.	CHEVROLET	WAGON	4		15.	3.	75.	15.	40.	Y	N	Y	79.3	111.37	0.54	1.87	37.931	24.933	1.521	N	N	N	Y	Y	Y	-	5.062	903.	24.93	17.	N	N	15.	75.
63.	TOYOTA		1		15.	41.54	74.5	15.	35.	N	N	N	66.1	105.88	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	4.813	941.54	0.	0.	N	N	0.	75.
63.	TOYOTA		1		15.	41.84	76.4	16.	38.	N	N	N	66.1	97.146	0.3	0.3	29.997	22.733	1.28	N	Y	N	Y	Y	Y	-	4.14	941.84	22.73	16.	N	N	15.	75.
63.	TOYOTA		1		15.	42.8	75.2	16.	48.	Y	N	N	66.1	75.929	0.96	1.26	22.101	23.467	0.942	N	Y	N	Y	Y	Y	-	3.236	942.8	23.47	16.	N	N	15.	75.
63.	TOYOTA		1		15.	43.1	74.7	16.	52.	Y	N	N	66.1	69.727	0.3	1.56	20.673	23.467	0.881	N	Y	N	Y	Y	Y	Y	2.971	943.1	23.47	16.	N	N	15.	75.
64.	CHEVROLET	SPRINT	1		16.	31.55	75.	11.	33.	N	N	N	60.8	103.17	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.395	991.55	0.	0.	N	N	0.	75.
64.	CHEVROLET	SPRINT	1		16.	31.85	77.1	11.	35.	N	N	N	60.8	97.01	0.3	0.3	20.343	16.133	1.273	N	N	N	Y	Y	Y	-	6.013	991.85	16.13	11.	N	N	10.	75.
64.	CHEVROLET	SPRINT	1		16.	32.82	74.7	11.	42.	Y	N	N	60.8	80.059	0.97	1.27	17.475	16.133	1.083	N	N	N	Y	Y	Y	-	4.962	992.82	16.13	11.	N	N	10.	75.
64.	CHEVROLET	SPRINT	1		16.	34.02	76.8	11.	55.	Y	N	Y	60.8	60.026	1.2	2.47	16.694	16.133	1.035	N	N	N	Y	Y	Y	-	3.721	994.02	16.13	11.	N	N	10.	75.
65.	VOLKSWAGO	JETTA	2		17.	24.24	74.3	11.	46.	N	N	N	63.4	75.998	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.711	1044.2	0.	0.	N	N	0.	75.
65.	VOLKSWAGO	JETTA	2		17.	24.5	74.3	11.	47.	N	N	N	63.4	74.281	0.26	0.26	6.604	16.133	0.409	N	N	N	Y	Y	Y	-	4.604	1044.5	0.	0.	N	N	0.	75.
65.	VOLKSWAGO	JETTA	2		17.	25.47	74.3	11.	62.	Y	N	N	63.4	55.174	0.97	1.23	19.698	16.133	1.221	N	N	N	Y	Y	Y	-	3.42	1045.5	16.13	11.	N	N	10.	75.
65.	VOLKSWAGO	JETTA	2		17.	25.7	75.4	10.	63.	Y	N	Y	63.4	54.224	0.23	1.46	4.13	15.4	0.268	N	N	N	Y	Y	Y	-	3.697	1045.7	0.	0.	N	N	0.	75.
66.	FORD	PICK UP	6		17.	57.7	74.3	6.	32.	N	N	N	76.	134.35	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	15.268	1077.7	0.	0.	N	N	0.	75.
66.	FORD	PICK UP	6		17.	58.4	74.1	7.	34.	N	N	N	76.	126.18	0.7	0.7	11.664	9.533	1.226	N	Y	N	Y	Y	N	-	12.29	1078.4	9.533	7.	N	N	5.	75.
66.	FORD	PICK UP	6		17.	58.47	73.2	7.	34.	N	N	N	76.	126.18	0.07	0.77	0.	10.267	0.	N	Y	N	Y	Y	Y	-	12.29	1078.5	0.	0.	N	N	0.	75.
66.	FORD	PICK UP	6		17.	59.34	73.2	9.	35.	Y	N	N	76.	122.44	0.87	1.64	4.298	11.733	0.366	N	Y	N	Y	Y	Y	-	9.275	1079.3	0.	0.	N	N	0.	75.
67.	CHEVROLET	VAN	8		18.	7.95	76.6	14.	35.	N	N	N	79.5	128.29	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.248	1088.	0.	0.	N	N	0.	75.
67.	CHEVROLET	VAN	8		18.	8.29	76.4	19.	36.	N	N	N	79.5	124.6	0.34	0.34	10.865	24.2	0.449	N	N	N	Y	Y	Y	-	4.471	1088.3	10.87	7.	N	N	5.	75.
67.	CHEVROLET	VAN	8		18.	9.25	75.4	13.	43.	Y	N	N	79.5	103.55	0.96	1.3	21.924	23.467	0.934	N	N	N	Y	Y	Y	-	5.431	1089.3	23.47	16.	N	N	15.	75.
68.	MITSUBISH	PICK UP	5		18.	30.07	76.6	13.	15.	N	N	N	65.	249.01	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	13.06	1110.1	0.	0.	N	N	0.	75.
68.	MITSUBISH	PICK UP	5		18.	32.64	73.2	12.	21.	N	N	N	65.	176.52	2.77	2.77	26.169	18.333	1.427	N	N	N	Y	Y	Y	-	10.03	1112.8	18.33	13.	N	N	15.	75.
68.	MITSUBISH	PICK UP	5		18.	33.81	74.3	12.	20.	Y	N	N	65.	185.58	0.97	3.74	-9.341	17.6	-0.531	N	N	N	Y	Y	Y	-	10.544	1113.8	0.	0.	N	N	0.	75.
68.	MITSUBISH	PICK UP	5		18.	37.78	74.7	13.	35.	N	N	N	65.	104.04	3.97	7.71	20.541	18.333	1.12	N	N	N	Y	Y	Y	-	5.456	1117.8	18.33	13.	N	N	15.	75.
69.	CHEVROLET	SPRINT	1		19.	13.51	77.6	12.	45.	N	N	N	60.8	74.409	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.228	1153.5	0.	0.	N	N	0.	90.
69.	CHEVROLET	SPRINT	1		19.	13.78	75.4	12.	56.	N	N	N	60.8	66.498	0.27	0.27	29.3	17.6	1.665	N	N	N	Y	Y	Y	-	3.778	1153.8	17.6	12.	N	N	10.	75.
69.	CHEVROLET	SPRINT	1		19.	14.75	77.3	12.	58.	Y	N	Y	60.8	56.678	0.97	1.24	10.124	17.6	0.575	N	N	N	Y	Y	Y	-	3.22	1154.8	10.12	7.	N	N	5.	75.
70.	FORD	BRONCO	6		19.	58.43	74.1	17.	42.	N	N	N	77.2	102.92	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.128	1198.4	0.	0.	N	N	0.	75.
70.	FORD	BRONCO	6		19.	58.73	74.1	17.	45.	N	N	N	77.2	95.746	0.3	0.3	23.713	24.933	0.959	N	N	N	Y	Y	Y	-	3.84	1198.7	24.93	17.	N	N	15.	75.
70.	FORD	BRONCO	6		19.	59.7	74.3	18.	65.	Y	N	N	77.2	64.841	0.97	1.27	31.361	25.667	1.241	N	N	N	Y	Y	Y	-	2.456	1199.7	25.67	18.	N	N	20.	75.
70.	FORD	BRONCO	6		19.	59.86	74.3	18.	69.	Y	N	Y	77.2	60.81	0.16	1.43	25.194	26.4	0.954	N	N	N	Y	Y	Y	-	2.303	1199.9	26.4	18.	N	N	20.	75.
71.	OLDSMOBIL	CUTLASS	3		20.	13.75	74.3	13.	25.	N	N	N	69.5	158.07	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	8.29	1213.8	0.	0.	N	N	0.	75.
71.	OLDSMOBIL	CUTLASS	3		20.	14.19	74.5	13.	27.	N	N	N	69.5	146.01	0.43	0.43	28.04	19.067	1.471	N	N	N	Y	Y	Y	-	7.658	1214.2	19.07	13.	N	N	15.	75.
71.	OLDSMOBIL	CUTLASS	3		20.	15.15	74.3	13.	30.	Y	N	N	69.5	130.94	0.97	1.4	15.536	19.067	0.815	N	N	N	Y	Y	Y	-	6.667	1215.2	15.54	11.	Y	N	10.	75.
71.	OLDSMOBIL	CUTLASS	3		20.	17.58	74.3	14.	45.	Y	N	Y	69.5	85.728	2.43	3.33	18.505	19.5	0.95	N	N	N	Y	Y	Y	-	4.175	1217.6	19.6	14.	N	N	15	75.
72.		TRUCK	9		20.	30.76	74.3	18.	25.	N	N	N	96.	220.23	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	6.338	1220.1	0.	0.	N	N	0.	75.
72.		TRUCK	9		20.	31.43	75.2	18.	30.	N	N	N	96.	182.56	1.37	1.37	27.22	26.4	1.035	N	Y	N	Y	Y	Y	-	6.919	1231.4	26.4	15.	N	N	20.	75.
72.		TRUCK	9		20.	32.4	74.3	18.	32.	Y	N	N	96.	170.55	0.77	2.34	12.471	25.4	0.457	N	N	N	Y	Y	Y	-	6.475	1232.4	[illegible]	8.	N	N	[illegible]	75.

CASE	MAKE	MODEL	SIZE	NB	MIN	SECON	ASPEED	CSPEED	TRWIDTH	DEEP	BRAKE	EVAS	YAWIDTH	TFDIST	SSLAST	ELAPSED	OPT_RATE	RAD_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ADEQ	TSDIST	ACTSEC	CLOSE	CL MPH	B WRN	WB WRN	CLS 5	ACT 5
72.		TRUCK	9		20.	33.7	78.3	17.	63.	Y	N	Y	96.	129.13	1.3	3.64	32.160	25.667	1.253	N	Y	N	Y	Y	Y	-	5.179	1233.7	25.67	18.	N	N	20.	75.
73.	PLYMOUTH	CARAVELLE	3		22.	31.61	56.9	5.	80.	N	N	N	68.	94.835	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	12.932	1331.6	0	0.	N	N	6.	65.
73.	PLYMOUTH	CARAVELLE	3		22.	32.71	74.9	5.	42.	N	N	N	68.	90.095	1.1	1.1	4.309	7.333	0.588	N	N	N	Y	Y	N	-	12.284	1332.7	0.	0.	N	N	0.	75.
73.	PLYMOUTH	CARAVELLE	3		22.	32.88	69.	5.	45.	N	N	N	68.	87.891	0.17	1.27	12.965	7.333	1.768	N	N	N	Y	Y	Y	-	11.985	1332.9	7.333	5.	N	N	5.	70.
73.	PLYMOUTH	CARAVELLE	3		22.	33.68	76.3	6.	48.	Y	N	N	68.	78.247	0.8	2.07	12.055	8.067	1.494	N	N	N	Y	Y	Y	-	8.892	1333.7	8.067	6.	Y	N	5.	75.
73.	PLYMOUTH	CARAVELLE	3		22.	34.82	70.6	6.	52.	Y	N	Y	68.	71.866	1.14	3.21	5.597	8.8	0.636	N	N	N	Y	Y	Y	-	8.167	1334.8	0.	0.	N	N	0.	70.
74.		TRUCK	9		23.	16.09	71.5	10.	60.	N	N	N	96.	135.82	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	6.615	1394.1	0.	0.	N	N	0.	70.
74.		TRUCK	9		23.	16.49	72.7	14.	62.	N	N	N	96.	129.13	0.4	0.4	16.720	20.533	0.815	N	Y	N	Y	Y	Y	-	6.289	1394.5	16.73	11.	N	N	10.	75.
74.		TRUCK	9		23.	15.49	70.3	14.	67.	Y	N	N	95.	114.89	0.96	1.36	14.83	20.533	0.722	N	Y	N	Y	Y	Y	-	5.595	1395.5	14.83	10.	Y	N	10.	75.
74.		TRUCK	9		23.	16.83	71.5	14.	56.	Y	N	Y	96.	95.671	1.39	2.74	13.927	20.533	0.678	N	Y	N	Y	Y	Y	-	4.659	1396.8	13.93	9.	N	N	10.	70.
75.	DATSUN	PICK UP	8		23.	40.12	71.5	13.	35.	N	N	N	62.	99.017	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.193	1425.1	0.	0.	N	N	0.	76.
75.	DATSUN	PICK UP	8		23.	45.83	77.	13.	36.	N	N	N	62.	96.136	0.73	0.73	3.987	19.067	0.207	N	N	N	Y	Y	N	-	5.042	1425.9	0.	0.	N	N	0.	75.
75.	DATSUN	PICK UP	8		23.	45.99	70.8	13.	36.	N	N	N	62.	96.136	0.14	0.87	0.	19.067	0.	N	N	N	Y	Y	Y	-	5.042	1426.	0.	0.	N	N	0.	70.
75.	DATSUN	PICK UP	8		23.	46.82	78.9	13.	40.	Y	N	N	62.	86.033	0.83	1.7	12.148	19.067	0.637	N	N	N	Y	Y	Y	-	8.313	1426.8	12.15	8.	N	N	10.	80.
75.	DATSUN	PICK UP	8		23.	47.79	70.8	7.	44.	Y	N	Y	62.	77.803	0.97	2.67	8.505	18.667	0.58	N	N	N	Y	Y	Y	-	7.578	1427.8	8.505	6.	N	N	5.	70.
76.		TRUCK	9		24.	27.16	76.4	9.	22.	N	N	N	96.	290.78	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	10.999	1467.2	0.	0.	N	N	0.	75.
76.		TRUCK	9		24.	36.97	75.2	10.	36.	N	N	N	96.	151.43	9.81	9.81	10.128	13.933	0.727	N	Y	N	Y	Y	N	-	10.325	1477.	10.13	7.	N	N	5.	75.
76.		TRUCK	9		24.	37.24	73.2	10.	37.	N	N	N	96.	147.21	0.27	10.08	15.626	14.667	1.065	N	Y	N	Y	Y	Y	-	10.037	1477.2	14.67	10.	N	N	10.	75.
76.		TRUCK	9		24.	37.94	75.	10.	40.	Y	N	N	96.	133.82	0.7	10.78	16.276	14.667	1.11	N	Y	N	Y	Y	Y	-	9.26	1477.9	14.67	10.	Y	N	10.	75.
76.		TRUCK	9		24.	42.69	70.2	12.	71.	Y	N	Y	96.	74.467	4.51	15.29	13.603	16.133	0.843	N	Y	N	Y	Y	Y	-	4.231	1482.5	16.13	11.	N	N	10.	70.
77.	FORD	THUNDERBIR	3		24.	53.95	72.5	18.	32.	N	N	N	71.1	125.39	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.107	1494.	0.	0.	N	N	0.	75.
77.	FORD	THUNDERBIR	3		24.	54.29	76.3	15.	30.	N	N	N	71.1	134.06	0.34	0.34	-23.506	21.267	-1.199	N	N	N	Y	Y	Y	-	6.098	1494.3	0.	0.	N	N	0.	75.
77.	FORD	THUNDERBIR	3		24.	55.89	78.7	16.	65.	N	N	Y	71.1	87.809	1.6	1.94	28.900	22.733	1.272	N	N	N	N	N	N	-	3.742	1495.9	22.73	16.	N	N	15.	75.
78.	TOYOTA	TERCEL	1		25.	27.15	73.2	10.	32.	N	N	N	63.6	111.67	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.614	1527.2	0.	0.	N	N	0.	75.
78.	TOYOTA	TERCEL	1		25.	27.45	75.4	10.	32.	N	N	N	63.6	111.67	0.3	0.3	0.	14.667	0.	N	N	N	Y	Y	Y	-	7.614	1527.5	0.	0.	N	N	0.	75.
78.	TOYOTA	TERCEL	1		25.	28.42	75.	10.	35.	Y	N	N	63.6	101.69	0.97	1.27	10.282	14.667	0.701	N	N	N	Y	Y	Y	-	6.934	1528.4	10.28	7.	Y	N	5.	75.
78.	TOYOTA	TERCEL	1		25.	30.7	70.7	10.	58.	Y	N	Y	63.6	59.505	2.28	3.55	18.508	14.667	1.262	N	N	N	Y	Y	Y	-	6.057	1530.7	14.67	10.	N	N	10.	70.
79.	HONDA	ACCORD	2		25.	41.27	74.7	11.	36.	N	N	N	65.6	108.27	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.711	1541.3	0.	0.	N	N	0.	75.
79.	HONDA	ACCORD	2		25.	41.57	74.7	11.	33.	N	N	N	65.6	111.69	0.3	0.3	-11.41	16.133	-0.707	N	N	N	Y	Y	Y	-	6.925	1541.6	0.	0.	N	N	0.	75.
79.	HONDA	ACCORD	2		25.	42.54	74.7	10.	37.	Y	N	N	65.6	99.107	0.97	1.27	12.971	15.4	0.842	N	N	N	Y	Y	Y	-	6.757	1542.5	15.6	11.	N	N	10.	75.
79.	HONDA	ACCORD	2		25.	44.34	74.7	10.	31.	Y	N	Y	65.6	70.613	1.8	3.07	15.83	14.667	1.079	N	N	N	Y	Y	Y	-	4.814	1544.3	14.67	10.	N	N	10.	75.
80.	MCI	MC96A2	9		25.	55.97	75.	10.	51.	N	N	N	96.	105.51	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.194	1556.	0.	0.	N	N	0.	75.
80.	MCI	MC96A2	9		25.	56.32	76.3	10.	51.	N	N	N	96.	105.51	0.33	0.33	0.	14.667	0.	N	N	N	Y	Y	N	-	7.194	1556.3	0.	0.	N	N	0.	75.
80.	MCI	MC96A2	9		25.	57.29	75.	10.	60.	Y	N	N	96.	88.98	0.97	1.3	17.042	14.667	1.162	N	N	N	Y	Y	Y	-	6.067	1557.3	14.67	10.	N	N	10.	75.
80.	MCI	MC96A2	9		25.	58.92	75.2	10.	76.	Y	N	Y	96.	69.259	1.63	2.93	12.099	14.667	0.825	N	N	N	Y	Y	Y	-	4.722	1558.9	12.1	8.	N	N	10.	75.
81.	MCI	MC9 (BUS)	9		26.	42.63	74.5	9.	46.	N	N	N	96.	117.49	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	8.901	1602.6	0.	0.	N	N	0.	75.
81.	MCI	MC9 (BUS)	9		26.	42.96	72.7	9.	49.	N	N	N	96.	112.4	0.33	0.33	15.427	13.2	1.169	N	N	N	Y	Y	Y	-	8.515	1603.	13.2	9.	N	N	10.	75.
81.	MCI	MC9 (BUS)	9		26.	43.86	72.7	9.	52.	N	N	N	96.	103.39	0.9	1.23	10.008	13.2	0.758	N	N	N	Y	Y	Y	-	7.833	1603.9	10.01	7.	N	N	5.	75.
81.	MCI	MC9 (BUS)	9		26.	43.9	72.7	9.	52.	Y	N	N	96.	103.39	0.04	1.27	0.	13.2	0.	N	N	N	Y	Y	Y	-	7.833	1603.9	0.	0.	N	N	0.	75.
81.	MCI	MC9 (BUS)	9		26.	45.07	74.5	9.	62.	Y	N	Y	96.	85.958	1.17	2.44	14.901	13.2	1.129	N	N	N	Y	Y	Y	-	6.512	1605.1	13.2	9.	N	N	10.	75.
82.	PORSCHE	TURBO	2		27.	18.	73.7	14.	40.	N	N	N	68.3	95.274	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.64	1638.	0.	0.	N	N	0.	75.
82.	PORSCHE	TURBO	2		27.	18.3	73.2	14.	45.	N	N	N	68.3	80.166	0.3	0.3	37.027	20.533	1.303	N	N	N	Y	Y	Y	-	4.099	1638.3	20.53	14.	Y	N	15.	75.
82.	PORSCHE	TURBO	2		27.	19.27	72.3	14.	60.	Y	N	N	68.3	61.951	0.97	1.27	22.902	20.533	1.115	N	N	N	Y	Y	Y	-	3.017	1639.3	20.53	14.	N	Y	15.	70.
82.	PORSCHE	TURBO	2		27.	19.57	72.1	14.	65.	Y	Y	N	68.3	56.824	0.3	1.57	17.09	20.533	0.832	N	N	N	Y	Y	Y	-	2.767	1639.6	17.09	12.	N	N	10.	70.
82.	PORSCHE	TURBO	2		27.	21.14	54.6	8.	E2	Y	Y	Y	68.3	34.897	1.57	3.14	13.966	16.133	0.866	N	N	N	Y	Y	Y	-	2.974	1641.1	16.13	11.	N	N	10.	65.
83.	OLDSMOBIL	CUTLASS	3		27.	30.11	54.7	7.	E2	N	Y	N	71.6	35.612	0.	0.	0.	0.	0.	N	N	Y	N	N	N	-	3.469	1650.1	0.	0.	N	N	0.	55.
83.	OLDSMOBIL	CUTLASS	3		27.	31.58	51.1	6.	E2	Y	Y	N	71.6	23.066	1.47	1.47	8.535	9.333	0.695	N	N	N	Y	Y	Y	-	2.62	1651.6	9.333	7.	N	N	5.	50.
84.	OLDSMOBIL	CUTLASS	3		28.	[illegible]	75.	10.	53.	N	Y	N	71.6	74.399	0.	0.	0.	0.	0.	N	N	Y	N	N	N	-	3.623	1691.2	0.	0.	N	N	0.	75.
84.	OLDSMOBIL	CUTLASS	3		28.	13.55	65.3	10.	E2	Y	Y	N	71.6	34.852	2.4	2.4	16.478	17.6	0.936	N	N	N	Y	Y	Y	-	2.376	1693.6	17.6	12.	N	N	10.	65.
84.	OLDSMOBIL	CUTLASS	3		28.	14.25	61.	13.	E2	Y	N	Y	71.6	29.665	0.7	3.1	7.41	16.867	0.439	N	N	N	Y	Y	Y	-	1.556	1694.3	7.41	5.	N	N	5.	60.
85.	CHEVROLET	CAVALIER	3		28.	39.99	74.3	19.	26.	N	N	N	66.	143.92	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.165	1720.	0.	0.	N	N	0.	75.
85.	CHEVROLET	CAVALIER	3		28.	[illegible]	[illegible]	19.	28.	N	N	N	66.	133.31	0.33	0.33	32.157	27.867	1.154	N	N	N	Y	Y	Y	-	4.764	1720.3	27.87	19.	N	N	20.	75.
85.	CHEVROLET	CAVALIER	3		28.	[illegible]	[illegible]	20.	38.	Y	Y	N	66.	96.992	1.01	1.34	35.957	28.6	1.257	N	N	N	Y	Y	Y	-	[illegible]	1721.3	28.6	20.	N	N	20.	75.
85.	CHEVROLET	CAVALIER	3		28.	[illegible]	[illegible]	20.	[illegible]	Y	N	Y	66.	87.307	0.57	1.91	16.991	29.333	0.579	N	N	N	Y	Y	Y	-	[illegible]	1721.9	[illegible]	12.	N	N	10.	75.
86.	CADILLAC		4		27.	[illegible]	74.7	6.	E2	N	N	N	75.4	34.026	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	2.6	[illegible]	[illegible]	0.	N	N	0.	75.

CASE	MAKE	MODEL	SIZE	NO	MIN	SECON	ASPEED	CSPEED	TRWIDTH	BEEP	BRAKE	EVAS	TAWIDTH	TFDIST	SSLAST	ELAPSED	CPT_RATE	RAD_RATE
86.	CADILLAC		4		29.	25.66	74.7	0.	E2	N	N	N	75.4	31.788	0.53	0.53	4.226	5.867
86.	CADILLAC		4		29.	26.76	74.5	0.	E2	N	N	N	75.4	26.037	1.1	1.63	4.501	0.
86.	CADILLAC		4		29.	27.1	74.7	0.	E2	N	Y	N	75.4	25.749	0.34	1.97	3.2	0.
87.		TRUCK	9		29.	34.19	70.8	16.	26.	N	N	N	96.	211.48	0.	0.	0.	0.
87.		TRUCK	9		29.	34.62	70.6	16.	28.	N	N	N	96.	196.04	0.43	0.43	35.909	23.467
87.		TRUCK	9		29.	35.59	77.1	16.	30.	Y	N	N	96.	182.66	0.97	1.4	13.797	23.467
87.		TRUCK	9		29.	37.5	77.1	16.	40.	Y	N	Y	96.	135.82	1.91	3.31	24.522	23.467
88.	PONTIAC	BONNEVILLE	4		30.	43.87	74.3	7.	55.	N	N	N	71.6	71.323	0.	0.	0.	0.
88.	PONTIAC	BONNEVILLE	4		30.	44.17	74.5	7.	53.	N	N	N	71.6	74.399	0.3	0.3	-9.587	10.267
88.	PONTIAC	BONNEVILLE	4		30.	45.17	74.5	7.	64.	Y	N	N	71.6	60.804	1.	1.3	13.595	10.267
88.	PONTIAC	BONNEVILLE	4		30.	46.71	74.9	7.	78.	Y	Y	N	71.6	49.048	1.54	2.84	7.634	10.267
89.	LINCOLN	TOWN CAR	4		31.	12.27	74.7	17.	56.	N	Y	N	78.1	76.957	0.	0.	0.	0.
90.	CHRYSLER	NEW YORKER	3		32.	26.41	74.7	15.	38.	N	N	N	68.3	100.54	0.	0.	0.	0.
90.	CHRYSLER	NEW YORKER	3		32.	26.71	76.4	15.	38.	N	N	N	68.3	100.54	0.3	0.3	0.	22.
90.	CHRYSLER	NEW YORKER	3		32.	27.68	74.7	15.	46.	Y	N	N	68.3	82.235	0.97	1.27	18.867	22.
90.	CHRYSLER	NEW YORKER	3		32.	28.05	76.4	15.	52.	Y	N	Y	68.3	72.204	0.37	1.64	27.111	22.
91.	FORD		3		32.	53.9	74.1	8.	32.	N	N	N	70.6	124.47	0.	0.	0.	0.
91.	FORD		3		32.	54.27	74.1	9.	32.	N	N	N	70.6	124.47	0.37	0.37	0.	12.467
91.	FORD		3		32.	55.2	74.5	9.	34.	Y	N	N	70.6	116.88	0.93	1.3	8.17	13.2
91.	FORD		3		32.	57.14	74.7	10.	46.	Y	N	Y	70.6	85.162	1.94	3.24	16.347	13.933
92.		TRUCK	9		33.	0.75	73.2	17.	15.	N	N	N	96.	370.01	0.	0.	0.	0.
92.		TRUCK	9		33.	9.62	75.	16.	28.	N	N	N	96.	196.04	8.87	8.87	19.613	24.2
92.		TRUCK	9		33.	10.55	75.2	16.	32.	Y	N	N	96.	170.95	0.93	9.8	25.981	23.467
92.		TRUCK	9		33.	12.32	73.2	16.	40.	Y	N	Y	96.	135.82	1.77	11.57	19.846	23.467
93.	CHEVROLET	CELEBRITY	9		33.	24.16	74.7	11.	28.	N	N	N	69.3	140.21	0.	0.	0.	0.
93.	CHEVROLET	CELEBRITY	9		33.	24.54	74.3	11.	30.	N	N	N	69.3	130.55	0.38	0.38	25.421	16.133
93.	CHEVROLET	CELEBRITY	9		33.	25.5	74.7	11.	32.	Y	N	N	69.3	122.1	0.96	1.34	8.805	16.133
93.	CHEVROLET	CELEBRITY	9		33.	26.67	74.7	11.	38.	Y	N	Y	69.3	102.08	1.17	2.51	17.111	16.133
94.	VOLKSWAGO	RABBIT	1		34.	31.74	75.2	6.	22.	N	N	N	63.4	164.03	0.	0.	0.	0.
94.	VOLKSWAGO	RABBIT	1		34.	31.77	74.8	6.	22.	N	N	N	63.4	164.03	0.03	0.03	0.	8.8
94.	VOLKSWAGO	RABBIT	1		34.	32.14	79.7	6.	22.	N	N	N	63.4	164.03	0.37	0.4	0.	8.8
94.	VOLKSWAGO	RABBIT	1		34.	32.74	74.7	17.	25.	Y	N	N	63.4	143.78	0.6	1.	33.745	16.867
94.	VOLKSWAGO	RABBIT	1		34.	35.14	76.4	17.	45.	N	N	Y	63.4	77.791	2.4	3.4	27.495	24.933
95.		TRUCK	9		35.	14.38	78.8	20.	16.	N	N	N	96.	346.59	0.	0.	0.	0.
95.		TRUCK	9		35.	18.65	75.	20.	22.	N	N	N	96.	250.78	4.27	4.27	22.437	29.333
95.		TRUCK	9		35.	19.58	75.	20.	31.	Y	N	N	96.	176.61	0.93	5.2	79.754	29.333
95.		TRUCK	9		35.	21.69	75.2	20.	45.	Y	N	Y	96.	120.21	2.11	7.31	26.733	29.333
96.	DODGE	ARIES	2		3.	39.35	71.	8.	76.	N	N	N	68.6	48.151	0.	0.	0.	0.
96.	DODGE	ARIES	2		3.	39.61	73.2	7.	82.	N	N	N	68.6	44.285	0.26	0.26	14.869	11.
96.	DODGE	ARIES	2		3.	40.38	72.5	7.	92.	N	N	Y	68.6	38.961	0.77	1.03	6.914	10.267
96.	DODGE	ARIES	2		3.	40.55	71.	7.	E2	Y	N	Y	68.6	35.468	0.17	1.2	20.547	10.267
97.	PONTIAC	6000	3		3.	45.69	72.5	6.	47.	N	N	N	72.	84.994	0.	0.	0.	0.
97.	PONTIAC	6000	3		3.	45.99	74.5	6.	56.	N	N	N	72.	79.613	0.3	0.3	17.737	8.8
97.	PONTIAC	6000	3		3.	48.35	74.7	6.	72.	Y	N	N	72.	53.852	2.36	2.66	10.915	9.8
98.	DODGE	ARIES	2		5.	13.1	73.2	14.	23.	N	N	N	68.6	169.93	0.	0.	0.	0.
98.	DODGE	ARIES	2		5.	13.47	74.7	14.	23.	N	N	N	68.6	169.93	0.37	0.37	0.	20.533
98.	DODGE	ARIES	2		5.	14.4	74.3	14.	32.	Y	N	N	68.6	120.82	0.93	1.3	52.81	20.533
98.	DODGE	ARIES	2		5.	16.	74.7	14.	43.	Y	Y	N	68.6	88.708	1.6	2.9	29.057	20.533
99.	FORD	LTD	4		5.	37.16	72.5	9.	52.	N	N	N	71.	75.244	0.	0.	0.	0.
99.	FORD	LTD	4		5.	39.46	72.3	11.	56.	N	N	N	71.	69.334	0.3	0.3	19.033	14.667
99.	FORD	LTD	4		5.	40.43	71.	9.	62.	Y	N	N	71.	62.351	0.97	1.27	7.405	14.667
99.	FORD	LTD	4		5.	42.54	71.	8.	76.	N	N	Y	71.	50.	2.21	3.48	5.559	12.467
100.	CADILLAC	SEVILLE	3		6.	[illegible]	74.7	7.	34.	N	N	N	70.9	72.175	0.	0.	0.	0.
100.	CADILLAC	SEVILLE	3		6.	[illegible]	[illegible]	[illegible]	55.	N	N	N	70.9	69.43	0.31	0.31	9.855	10.267
100.	CADILLAC	SEVILLE	3		6.	[illegible]	[illegible]	7.	66.	N	N	N	70.9	53.199	0.93	1.24	[illegible]	10.267

CASE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ADEQ	TSDIST	ACTSEC	CLOSE	CL MPH	B WRN	WB WRN	CLS 5	ACT 5
86.	0.72	N	Y	N	Y	Y	N	-	0.	1765.7	0.	0.	N	N	0.	75.
86.	0.	N	Y	N	N	N	N	-	0.	1766.8	0.	0.	N	N	0.	75.
86.	0.	N	Y	N	N	N	N	N	0.	1767.1	0.	0.	N	N	0.	75.
87.	0.	N	Y	Y	Y	N	N	-	9.012	1794.2	0.	0.	N	N	0.	70.
87.	1.53	N	Y	N	Y	Y	Y	-	8.354	1794.6	23.47	16.	N	N	15.	70.
87.	0.583	N	Y	N	Y	Y	Y	-	7.784	1795.6	13.8	9.	Y	Y	10.	75.
87.	1.045	N	Y	N	Y	Y	Y	-	5.788	1797.5	23.47	16.	N	N	15.	75.
88.	0.	N	N	Y	Y	N	N	-	6.966	1843.9	0.	0.	N	N	0.	75.
88.	-0.934	N	N	N	Y	Y	Y	-	7.247	1844.2	0.	0.	N	N	0.	75.
88.	1.324	N	N	N	Y	Y	Y	-	5.923	1845.2	10.27	7.	N	N	5.	75.
88.	0.744	N	N	N	Y	Y	Y	-	4.777	1846.7	7.634	5.	N	N	5.	75.
89.	0.	N	N	Y	N	N	N	-	3.087	1872.3	0.	0.	N	N	0.	75.
90.	0.	N	N	Y	Y	N	N	-	4.57	1946.4	0.	0.	N	N	0.	75.
90.	0.	N	N	N	Y	Y	Y	-	4.57	1946.7	0.	0.	N	N	0.	75.
90.	0.858	N	N	N	Y	Y	Y	-	3.738	1947.7	22.	15.	N	N	15.	75.
90.	1.232	N	N	N	Y	Y	Y	-	3.282	1948.1	22.	15.	N	N	15.	75.
91.	0.	N	Y	Y	Y	N	N	-	10.609	1973.9	0.	0.	N	N	0.	75.
91.	0.	N	Y	N	Y	Y	Y	-	9.43	1974.3	0.	0.	N	N	0.	75.
91.	0.619	N	Y	N	Y	Y	Y	-	8.854	1975.2	8.169	6.	Y	Y	5.	75.
91.	1.173	N	Y	N	N	N	N	-	5.806	1977.1	13.93	10.	N	N	10.	75.
92.	0.	N	Y	Y	Y	N	N	-	14.84	1980.8	0.	0.	N	N	0.	75.
92.	0.81	N	Y	N	Y	Y	Y	-	8.354	1989.6	19.61	13.	N	N	15.	75.
92.	1.15	N	Y	N	Y	Y	Y	-	7.285	1990.6	23.47	16.	Y	N	15.	75.
92.	0.846	N	Y	N	Y	Y	Y	-	5.788	1992.3	23.47	16.	N	N	15.	75.
93.	0.	N	N	Y	Y	N	N	-	8.691	2004.2	0.	0.	N	N	0.	75.
93.	1.576	N	N	N	Y	Y	Y	-	8.092	2004.5	16.13	11.	N	N	10.	75.
93.	0.546	N	N	N	Y	Y	Y	-	7.568	2005.5	8.804	6.	Y	Y	5.	75.
93.	1.061	N	N	N	Y	Y	Y	-	6.327	2006.7	16.13	11.	N	N	10.	75.
94.	0.	N	N	Y	Y	N	N	-	18.639	2071.7	0.	0.	N	N	0.	75.
94.	0.	N	N	N	Y	Y	N	-	18.639	2071.8	0.	0.	N	N	0.	75.
94.	0.	N	N	N	Y	Y	Y	-	18.639	2072.1	0.	0.	N	N	0.	80.
94.	2.001	N	N	N	Y	Y	Y	-	5.767	2072.7	16.87	12.	Y	N	15.	75.
94.	1.103	N	N	N	N	N	N	-	3.12	2075.1	24.93	17.	N	N	15.	75.
95.	0.	N	Y	Y	Y	N	N	-	11.815	2114.4	0.	0.	N	N	0.	80.
95.	0.755	N	Y	N	Y	Y	Y	-	8.549	2118.7	22.44	15.	N	N	15.	75.
95.	2.719	N	Y	N	Y	Y	Y	-	5.021	2119.6	29.33	20.	N	N	20.	75.
95.	0.911	N	Y	N	Y	Y	Y	-	4.098	2121.7	29.33	20.	N	N	20.	75.
96.	0.	N	Y	Y	Y	N	N	-	4.104	219.35	0.	0.	N	N	0.	70.
96.	1.352	N	N	N	Y	Y	Y	-	4.313	219.61	11.	8.	N	N	10.	75.
96.	0.673	N	N	N	Y	Y	Y	-	3.795	220.38	0.	0.	N	N	0.	75.
96.	2.001	N	N	N	Y	Y	Y	-	3.455	220.55	10.27	7.	N	N	5.	70.
97.	0.	N	N	Y	Y	N	N	-	9.658	225.69	0.	0.	N	N	0.	75.
97.	2.033	N	N	N	Y	Y	Y	-	9.047	225.99	8.8	6.	N	N	5.	75.
97.	1.23	N	N	N	Y	Y	Y	-	6.12	228.35	8.8	6.	N	N	5.	75.
98.	0.	N	N	Y	Y	N	N	-	9.276	313.1	0.	0.	N	N	0.	75.
98.	0.	N	N	N	Y	Y	Y	-	9.276	313.47	0.	0.	N	N	0.	75.
98.	2.572	N	N	N	Y	Y	Y	-	5.884	314.4	20.53	14.	N	N	15.	75.
98.	0.977	N	N	N	Y	Y	Y	-	4.32	316.	20.53	14.	N	N	15.	75.
99.	0.	N	N	Y	Y	N	N	-	5.7	339.16	0.	0.	N	N	0.	75.
99.	1.273	N	N	N	Y	Y	Y	-	4.31	339.46	14.67	16.	N	N	10.	75.
99.	0.505	N	N	N	Y	Y	Y	-	4.724	340.43	7.405	5.	Y	N	5.	75.
99.	0.445	N	N	N	Y	Y	N	-	4.261	342.64	0.	0.	N	N	[illegible]	[illegible]
100.	[illegible]	N	N	Y	Y	N	N	-	7.02	[illegible]	0.	0.	N	N	[illegible]	75.
100.	[illegible]	N	N	N	Y	Y	Y	-	[illegible]	[illegible]	10.27	7.	N	N	5.	[illegible]
100.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Y	[illegible]	-	[illegible]	[illegible]	10.27	7.	N	N	5.	[illegible]

CASE	MAKE	MODEL	SIZE	NO	MIN	SECCU	ASPEED	CSPEED	TRWIDTH	BEEP	BRAKE	EVAS	TAWIDTH	TFDIST	SSLAST	ELAPSED	OPT_RATE	RAD_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ADED	TSDIST	ACTSEC	CLOSE	CL MPH	B WRN	WB WRN	CL3 S	ACT S
100.	CADILLAC	SEVILLE	3		6.	32.25	74.5	7.	67.	Y	N	N	70.9	57.26	0.1	1.38	9.39	10.267	0.915	N	N	N	Y	Y	Y	-	3.577	392.25	10.27	7.	N	N	5.	75.
100.	CADILLAC	SEVILLE	3		6.	33.09	75.3	8.	76.	Y	N	Y	70.9	69.923	3.64	2.18	8.735	15.	0.794	N	N	N	N	N	N	-	8.255	393.09	8.735	6.	N	N	5.	75.
101.	OLDSMOBIL	CUTLASS	3		6.	48.07	65.3	3.	39.	N	N	N	71.6	102.79	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	0.	408.07	0.	0.	N	N	0.	70.
101.	OLDSMOBIL	CUTLASS	3		6.	49.94	70.4	0.	45.	N	N	N	71.6	88.46	1.87	1.87	7.664	0.	0.	N	N	N	Y	Y	N	-	0.	409.94	0.	0.	N	N	0.	70.
101.	OLDSMOBIL	CUTLASS	3		6.	50.44	73.2	0.	46.	N	N	N	71.6	86.435	0.5	2.37	4.05	0.	0.	N	N	N	Y	Y	Y	-	0.	410.44	0.	0.	N	N	0.	70.
101.	OLDSMOBIL	CUTLASS	3		6.	50.9	73.6	5.	67.	Y	N	N	71.6	84.496	0.46	2.83	4.215	3.667	1.15	N	N	N	Y	Y	Y	-	11.522	410.9	3.667	5.	Y	Y	0.	70.
102.	MITSUBISH	TREDIA	1		29.	11.74	56.3	8.	40.	N	N	N	65.4	91.029	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.758	1751.7	0.	8.	N	N	0.	55.
102.	MITSUBISH	TREDIA	1		29.	12.11	56.3	8.	43.	N	N	N	65.4	84.351	0.37	0.37	18.049	11.733	1.533	N	N	N	Y	Y	Y	-	7.189	1752.1	11.73	8.	N	N	10.	55.
102.	MITSUBISH	TREDIA	1		29.	13.08	57.6	8.	50.	Y	N	N	65.4	71.884	0.97	1.34	12.853	11.733	1.095	N	N	N	Y	Y	Y	-	6.127	1753.1	11.73	8.	Y	N	10.	60.
102.	MITSUBISH	TREDIA	1		29.	14.25	57.2	10.	65.	Y	Y	N	65.4	54.212	1.17	2.51	15.104	13.2	1.144	N	N	N	Y	Y	Y	-	3.696	1754.3	13.2	9.	N	N	10.	55.
103.	FORD	ESCORT	1		32.	15.09	50.2	8.	45.	N	N	N	65.9	81.044	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.907	1935.1	0.	8.	N	N	0.	50.
103.	FORD	ESCORT	1		32.	15.5	50.2	8.	48.	N	N	N	65.9	75.685	0.41	0.41	13.071	11.733	1.114	N	N	N	Y	Y	Y	-	6.45	1935.5	11.73	8.	N	N	10.	50.
103.	FORD	ESCORT	1		32.	17.8	49.8	13.	74.	N	Y	N	65.9	47.443	2.3	2.71	12.279	15.4	0.797	N	N	N	Y	Y	Y	-	2.488	1937.8	12.28	8.	N	N	10.	50.
103.	FORD	ESCORT	1		32.	18.43	49.6	0.	82.	Y	N	N	65.9	42.337	0.63	3.34	8.073	15.4	0.524	N	N	N	Y	Y	Y	-	3.61	1938.4	8.073	6.	N	N	5.	50.
103.	FORD	ESCORT	1		32.	19.23	48.9	6.	97.	Y	Y	N	65.9	35.081	0.8	4.14	9.095	10.267	0.886	N	N	N	Y	Y	Y	-	3.986	1939.2	10.27	7.	N	N	5.	50.
104.	VOLKSWAGO	BEETLE	1		33.	12.78	53.8	11.	76.	N	Y	N	61.	42.297	0.	0.	0.	0.	0.	N	N	Y	N	N	N	-	2.622	1992.8	0.	0.	N	N	0.	55.
104.	VOLKSWAGO	BEETLE	1		33.	14.59	44.1	18.	62	Y	Y	N	61.	26.093	1.81	1.81	8.952	13.4	0.582	N	N	N	Y	Y	Y	N	1.779	1994.6	8.953	6.	N	N	5.	45.
105.	VOLKSWAGO	JETTA	2		23.	24.06	53.8	6.	62	N	N	N	63.4	31.676	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	0.	1404.1	0.	0.	N	N	0.	55.
105.	VOLKSWAGO	JETTA	2		23.	29.83	47.9	3.	68.	N	N	N	63.4	49.891	5.77	5.77	-3.153	0.	0.	N	N	N	Y	Y	N	-	0.	1409.8	0.	0.	N	N	0.	50.
105.	VOLKSWAGO	JETTA	2		23.	30.3	46.5	3.	72.	N	N	N	63.6	46.859	0.47	6.24	6.451	0.	0.	N	N	N	Y	Y	Y	-	0.	1410.3	0.	0.	N	N	0.	45.
105.	VOLKSWAGO	JETTA	2		23.	30.8	45.7	6.	75.	Y	N	N	63.8	44.797	0.5	6.74	0.124	0.	0.	N	N	N	Y	Y	Y	-	0.	1410.8	0.	0.	N	N	0.	45.
105.	VOLKSWAGO	JETTA	2		23.	32.9	44.2	7.	98.	Y	Y	N	63.8	33.181	2.1	8.84	3.331	3.133	1.078	N	N	N	Y	N	N	-	3.232	1412.9	3.133	0.	N	N	0.	45.
106.	HONDA	ACCORD	1		0.	45.25	70.8	12.	33.	N	N	N	65.6	111.69	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	6.386	45.25	0.	0.	N	N	0.	70.
106.	HONDA	ACCORD	1		0.	45.61	70.8	12.	36.	N	N	N	65.6	108.27	0.36	0.36	9.508	17.6	0.54	N	N	N	Y	Y	Y	-	6.151	45.61	9.508	6.	N	N	5.	70.
106.	HONDA	ACCORD	1		0.	46.28	70.0	12.	38.	N	N	N	65.6	96.376	0.67	1.03	17.746	17.6	1.008	N	N	N	N	N	N	-	5.476	46.28	17.6	12.	N	N	10.	70.
106.	HONDA	ACCORD	1		0.	47.35	70.8	12.	38.	N	N	N	65.6	72.119	1.07	2.1	22.67	17.6	1.288	N	N	N	Y	N	N	-	4.098	47.35	17.6	12.	N	N	10.	70.
106.	HONDA	ACCORD	1		0.	47.65	70.2	12.	31.	N	N	N	65.6	70.613	0.3	2.4	5.02	17.6	0.285	N	N	N	Y	Y	Y	-	4.012	47.65	0.	0.	N	N	0.	70.
106.	HONDA	ACCORD	1		0.	48.51	70.8	13.	64.	N	N	Y	65.6	53.497	0.86	3.26	19.902	18.333	1.086	N	N	N	N	N	N	N	2.806	48.51	18.33	13.	N	N	15.	70.
107.	CHEVROLET	SUBURBAN	8		1.	42.43	73.2	22.	21.	N	N	N	79.6	217.23	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.732	102.43	0.	0.	N	N	0.	70.
107.	CHEVROLET	SUBURBAN	8		1.	43.3	71.	21.	21.	N	N	N	79.6	217.23	0.87	0.87	0.	31.333	0.	N	N	N	Y	Y	Y	-	7.053	103.3	0.	0.	N	N	0.	70.
107.	CHEVROLET	SUBURBAN	8		1.	44.27	72.3	21.	26.	Y	N	N	79.6	174.55	0.97	1.84	63.997	30.8	1.428	N	N	N	Y	Y	Y	-	5.667	104.27	30.8	21.	N	N	20.	70.
107.	CHEVROLET	SUBURBAN	8		1.	44.94	71.	21.	31.	Y	Y	N	79.6	145.44	0.67	2.51	43.149	30.8	1.401	N	N	N	Y	Y	Y	Y	4.729	104.94	30.8	21.	N	N	20.	70.
108.		TRUCK	9		2.	30.55	74.7	16.	23.	N	N	N	96.	239.68	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	11.672	150.55	0.	0.	N	N	0.	75.
108.		TRUCK	9		2.	32.28	74.7	15.	28.	N	N	N	96.	196.04	1.73	1.73	25.224	21.267	1.186	N	Y	N	Y	Y	Y	-	8.911	152.28	21.27	15.	N	N	15.	75.
108.		TRUCK	9		2.	33.25	74.7	14.	32.	Y	N	N	96.	170.95	0.97	2.7	25.868	21.267	1.216	N	Y	N	Y	Y	Y	-	8.325	153.25	21.27	15.	Y	N	15.	75.
108.		TRUCK	9		2.	35.72	74.7	15.	42.	Y	N	Y	96.	129.13	2.47	5.17	16.931	21.267	0.796	N	Y	N	Y	Y	Y	-	5.869	155.72	16.93	12.	N	N	10.	75.
109	HONDA	ACCORD	1		3.	9.72	74.5	8.	28.	N	N	N	65.6	132.47	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	11.29	189.72	0.	0.	N	N	0.	75.
109.	HONDA	ACCORD	1		3.	10.09	74.7	8.	30.	N	N	N	65.6	123.33	0.37	0.37	24.714	11.733	2.106	N	N	N	Y	Y	Y	-	10.511	190.09	11.73	8.	N	N	10.	75.
109.	HONDA	ACCORD	1		3.	11.05	72.7	8.	32.	Y	N	N	65.6	115.33	0.96	1.33	8.335	11.733	0.71	N	N	N	Y	Y	Y	-	9.829	191.05	8.335	6.	Y	Y	5.	75.
109.	HONDA	ACCORD	1		3.	13.02	78.7	8.	40.	Y	N	Y	65.6	91.322	1.97	3.3	12.185	11.733	1.038	N	N	N	N	N	N	Y	7.783	193.02	11.73	8.	N	N	10.	80.
110.	CHRYSLER	IMPERIAL	4		3.	42.35	72.5	15.	44.	N	N	N	72.7	92.041	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.184	222.35	0.	0.	N	N	0.	70.
110.	CHRYSLER	IMPERIAL	4		3.	42.59	72.1	15.	45.	N	N	N	72.7	89.892	0.34	0.34	6.324	22.	0.287	N	N	N	Y	Y	Y	-	4.056	222.59	0.	0.	N	N	0.	70.
110.	CHRYSLER	IMPERIAL	4		3.	43.62	72.3	15.	55.	Y	N	N	72.7	72.693	0.93	1.27	18.492	22.	0.841	N	N	N	Y	Y	Y	-	3.304	223.62	22.	15.	N	N	15.	70.
110.	CHRYSLER	IMPERIAL	4		3.	44.42	72.3	15.	71.	Y	N	Y	72.7	55.254	0.8	2.07	21.799	22.	0.991	N	N	N	Y	Y	Y	-	2.512	224.42	22.	15.	N	N	15.	70.
111.	CHRYSLER	LEBARRON	3		4.	6.05	72.1	10.	25.	N	N	N	68.5	169.67	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	11.549	246.05	0.	0.	N	N	0.	70.
111.	CHRYSLER	LEBARRON	3		4.	8.55	72.3	10.	26.	N	N	N	68.5	149.55	0.5	0.5	40.238	14.667	2.744	N	N	N	Y	Y	Y	-	10.197	248.55	14.67	10.	N	N	10.	70.
111	CHRYSLER	LEBARRON	3		4.	9.51	72.1	10.	26	Y	N	N	68.5	149.55	0.96	1.46	0.	14.667	0.	N	N	N	Y	Y	Y	-	10.197	249.51	0.	0.	N	N	0.	70.
111	CHRYSLER	LEBARRON	3		4.	12.55	72.	10.	35.	Y	N	Y	68.5	109.99	3.04	4.5	13.047	14.667	0.89	N	N	N	N	N	N	-	7.192	252.55	14.67	10.	N	N	10.	70.
112.	MG	MG	1		4.	32.7	75.	12.	47.	N	Y	N	59.6	69.548	0.	0.	0.	0.	0.	N	N	Y	N	N	N	-	3.952	272.7	0.	0.	N	N	0.	75.
113.	MERCURY	LYNX	1		5.	6.17	75.4	12.	28.	N	N	N	65.9	133.1	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.562	306.17	0.	0.	N	N	0.	75.
113.	MERCURY	LYNX	1		5.	6.47	75.8	12.	31	N	N	N	65.9	119.77	0.3	0.3	44.45	17.6	2.526	N	N	N	Y	Y	Y	-	6.805	306.47	17.6	12.	N	N	10.	75.
113	MERCURY	LYNX	1		5.	7.44	75.3	11.	35.	Y	N	N	65.9	102.48	0.97	1.27	17.821	16.867	1.057	N	N	N	Y	Y	Y	-	5.352	307.44	16.87	12.	N	N	10.	75.
113	MERCURY	LYNX	1		5.	10.14	75.	11.	56	Y	N	Y	65.9	51.827	2.7	3.97	15.055	16.173	0.933	N	N	N	Y	Y	Y	-	3.833	310.14	16.13	11.	N	N	10.	75.
114.	OLDSMOBIL		3		5.	29.94	74.7	15.	25.	N	N	N	70.5	154.28	0.	0.	0.	0.	0	N	N	Y	Y	N	N	-	6.575	329.94	0.	0.	N	N	0.	75.
114	OLDSMOBIL		3		5.	[illegible]	75.	15.	26.	N	N	N	70.5	142.93	0.36	0.36	21.544	23.467	1.744	N	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	-	[illegible]	[illegible]	23.47	16.	N	[illegible]	15.	75.

CASE	MAKE	MODEL	SIZE	HD	MIN	SECON	ASPEED	CSPEED	TRWIDTH	BEEP	BRAKE	EVAS	TWWIDTH	TFDIST	SSLAST	ELAPSED	OPT_RATE	RAC_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ADEQ	TSDIST	ACTSEC	CLOSE	CL MPH	B WRN	HB WRN	CLS 5	ACT 5
114.	OLDSMOBIL		3		5.	41.24	74.7	16.	32.	Y	N	N	70.6	124.47	0.94	1.3	19.531	23.467	0.837	N	Y	N	Y	Y	Y	-	5.304	341.24	23.47	16.	N	N	15.	75.
114.	OLDSMOBIL		3		5.	41.87	75.2	16.	36.	Y	N	N	70.6	110.12	0.63	1.93	22.781	23.467	0.971	N	Y	N	Y	Y	Y	-	4.693	341.87	23.47	16.	N	N	15.	75.
115.		TRUCK	9		5.	52.15	62.	5.	32.	N	N	N	96.	170.95	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	23.311	352.15	0.	0.	N	N	0.	60.
115.		TRUCK	9		5.	54.52	64.8	9.	36.	N	N	N	96.	151.43	2.37	2.37	8.235	10.267	0.802	N	Y	N	Y	Y	N	-	11.472	354.52	8.235	6.	N	N	5.	65.
115.		TRUCK	9		5.	54.59	65.	9.	38.	N	N	N	96.	143.21	0.07	2.44	117.386	13.2	8.893	N	Y	N	Y	Y	Y	-	10.849	354.59	13.2	9.	N	N	10.	65.
115.		TRUCK	9		5.	55.45	65.3	9.	42.	Y	N	N	96.	129.13	0.86	3.3	16.379	13.2	1.241	N	Y	N	Y	Y	Y	-	9.782	355.45	13.2	9.	Y	N	10.	65.
115.		TRUCK	9		6.	10.54	56.9	0.	E2	Y	N	Y	96.	43.758	15.09	18.39	5.657	6.6	0.857	N	Y	N	Y	N	N	Y	0.	370.54	6.6	5.	N	N	0.	55.
116.	TOYOTA	TERCEL	1		6.	43.47	64.3	7.	34.	N	N	N	63.6	104.82	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	10.21	403.47	0.	0.	N	N	0.	65.
116.	TOYOTA	TERCEL	1		6.	43.8	65.2	8.	36.	N	N	N	63.6	98.738	0.33	0.33	18.436	11.	1.676	N	N	N	Y	Y	Y	-	8.415	403.8	11.	8.	N	N	10.	65.
116.	TOYOTA	TERCEL	1		6.	45.97	65.2	13.	58.	Y	N	N	63.6	59.505	2.17	2.5	18.08	15.4	1.174	N	N	N	Y	Y	Y	-	3.121	405.97	15.4	11.	N	N	10.	65.
116.	TOYOTA	TERCEL	1		6.	46.64	66.	8.	71.	Y	Y	N	63.6	47.75	0.67	3.17	17.545	15.4	1.139	N	N	N	Y	Y	Y	-	4.07	406.64	15.4	11.	N	N	10.	65.
117.	CHEVROLET	CITATION	2		11.	33.79	65.3	14.	30.	N	N	N	68.3	128.6	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.263	693.79	0.	0.	N	N	0.	65.
117.	CHEVROLET	CITATION	2		11.	34.15	65.3	14.	32.	N	N	N	68.3	120.27	0.36	0.36	23.142	20.533	1.127	N	N	N	Y	Y	Y	-	5.857	694.15	20.53	14.	N	N	15.	65.
117.	CHEVROLET	CITATION	2		11.	35.13	65.2	13.	36.	Y	N	N	68.3	106.38	0.98	1.34	14.167	19.8	0.716	N	N	N	Y	Y	Y	-	5.379	695.13	14.17	10.	Y	N	10.	65.
117.	CHEVROLET	CITATION	2		11.	37.76	65.1	11.	58.	Y	N	Y	68.3	64.249	2.63	3.97	16.02	17.6	0.91	N	N	N	Y	Y	Y	-	3.982	697.76	17.6	12.	N	N	10.	65.
118.	FORD	FAIRMONT	3		12.	6.55	76.6	28.	38.	N	Y	N	71.	104.7	0.	0.	0.	0.	0.	N	N	Y	N	N	N	-	2.549	726.55	0.	0.	N	N	0.	75.
118.	FORD	FAIRMONT	3		12.	8.05	65.3	19.	70.	Y	N	Y	71.	54.688	1.5	1.5	33.338	34.467	0.967	N	N	N	Y	Y	Y	-	1.963	728.05	34.47	24.	N	N	25.	65.
119.		TRUCK	9		12.	39.99	73.2	32.	31.	N	N	N	96.	176.61	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	3.763	759.99	0.	0.	N	N	0.	75.
119.		TRUCK	9		12.	40.49	74.1	16.	35.	N	N	N	96.	155.89	0.5	0.5	41.442	35.2	1.177	N	Y	N	Y	Y	Y	-	6.643	760.49	35.2	24.	N	N	25.	75.
119.		TRUCK	9		12.	41.46	73.2	15.	38.	Y	N	N	96.	143.21	0.97	1.47	13.07	22.733	0.575	N	Y	N	Y	Y	Y	-	6.51	761.46	13.07	9.	Y	N	10.	75.
119.		TRUCK	9		12.	42.86	74.5	15.	46.	Y	N	Y	96.	117.49	1.4	2.87	18.374	22.	0.835	N	Y	N	Y	Y	Y	-	5.34	762.86	22.	15.	N	N	15.	75.
120.	CHEVROLET	VAN	8		12.	44.83	74.1	16.	48.	N	N	N	79.5	92.273	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.932	764.83	0.	0.	N	N	0.	75.
120.	CHEVROLET	VAN	8		12.	45.7	74.7	16.	51.	N	N	N	79.5	86.569	0.87	0.87	6.556	23.467	0.279	N	N	N	Y	Y	N	-	3.689	765.7	0.	0.	N	N	0.	75.
120.	CHEVROLET	VAN	8		12.	46.26	76.4	16.	56.	N	N	N	79.5	78.421	0.56	1.43	14.55	23.467	0.62	N	N	N	Y	Y	Y	-	3.342	766.26	14.55	10.	N	N	10.	75.
120.	CHEVROLET	VAN	8		12.	46.63	75.2	6.	56.	Y	N	N	79.5	78.421	0.37	1.8	0.	16.133	0.	N	N	N	Y	Y	Y	-	8.911	766.63	0.	0.	N	N	0.	75.
120.	CHEVROLET	VAN	8		12.	48.5	74.3	8.	67.	Y	N	Y	79.5	64.775	1.87	3.67	7.297	10.267	0.711	N	N	N	Y	Y	Y	-	5.521	768.5	0.	0.	N	N	0.	75.
121.	JEEP	WAGONEER	8		18.	16.26	75.	5.	38.	N	N	N	70.5	103.93	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	14.172	1096.3	0.	0.	N	N	0.	75.
121.	JEEP	WAGONEER	8		18.	16.6	75.	6.	41.	N	N	N	70.5	95.977	0.34	0.34	23.376	8.067	2.898	N	N	N	Y	Y	N	-	10.907	1096.6	8.067	6.	N	N	5.	75.
121.	JEEP	WAGONEER	8		18.	16.63	75.	6.	38.	N	N	N	70.5	103.93	0.03	0.37	-264.933	8.8	-30.106	N	N	N	Y	Y	Y	-	11.81	1096.6	0.	0.	N	N	0.	75.
121.	JEEP	WAGONEER	8		18.	17.56	75.7	5.	41.	Y	N	N	70.5	95.977	0.93	1.3	8.546	8.067	1.059	N	N	N	Y	Y	Y	-	13.088	1097.6	8.067	6.	Y	N	5.	75.
121.	JEEP	WAGONEER	8		18.	37.35	71.9	0.	E2	Y	N	Y	70.5	35.378	19.79	21.09	3.052	3.667	0.835	N	N	N	Y	N	N	-	0.	1117.4	3.667	3.	N	N	0.	70.
122.	MERCURY	MARQUI	2		19.	24.03	77.1	21.	33.	N	Y	N	71.	121.27	0.	0.	0.	0.	0.	N	N	Y	N	Y	N	-	3.937	1164.	0.	0.	N	N	0.	75.
122.	MERCURY	MARQUI	2		19.	25.83	75.	20.	54.	Y	N	Y	71.	72.283	1.8	1.8	27.215	30.067	0.995	N	N	N	Y	Y	Y	-	2.464	1165.8	30.07	21.	N	N	20.	75.
123.	CADILLAC		4		20.	0.	72.3	11.	35.	N	N	N	75.4	121.43	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	7.527	1200.	0.	0.	N	N	0.	70.
123.	CADILLAC		4		20.	0.34	72.3	11.	36.	N	N	N	75.4	117.93	0.34	0.34	10.306	16.133	0.639	N	Y	N	Y	Y	Y	-	7.31	1200.3	10.31	7.	N	N	5.	70.
123.	CADILLAC		4		20.	9.3	72.3	11.	41.	Y	N	N	75.4	102.97	0.96	1.3	15.577	16.133	0.966	N	Y	N	Y	Y	Y	-	6.383	1209.3	16.13	11.	N	N	10.	70.
123.	CADILLAC		4		20.	10.87	72.5	11.	54.	Y	N	Y	75.4	77.054	1.57	2.87	16.51	16.133	1.023	N	Y	N	Y	Y	N	Y	4.776	1210.9	16.13	11.	N	N	10.	75.
124.	FORD		3		20.	36.7	74.7	17.	48.	N	N	N	70.6	81.418	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	3.265	1236.7	0.	0.	N	N	0.	75.
124.	FORD		3		20.	36.97	74.7	17.	53.	N	N	N	70.6	73.294	0.27	0.27	30.089	24.933	1.207	N	Y	N	Y	Y	Y	-	2.94	1237.	24.93	17.	N	N	15.	75.
124.	FORD		3		20.	37.54	74.7	17.	63.	N	N	Y	70.6	58.896	0.57	0.84	25.26	24.933	1.013	N	Y	N	Y	Y	Y	-	2.362	1237.5	24.93	17.	N	N	15.	75.
124.	FORD		3		20.	37.94	74.7	17.	73.	Y	N	Y	70.6	51.927	0.4	1.24	17.423	24.933	0.699	N	Y	N	Y	Y	Y	N	2.083	1237.9	17.42	12.	N	N	10.	75.
125.	MERCURY	LYNX	1		20.	52.51	62.	6.	55.	N	N	N	65.9	65.455	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.438	1252.5	0.	0.	N	N	0.	60.
125.	MERCURY	LYNX	1		20.	53.19	63.1	6.	57.	N	N	N	65.9	62.994	0.68	0.68	3.617	8.8	0.411	N	N	N	Y	Y	N	-	7.158	1253.2	0.	0.	N	N	0.	65.
125.	MERCURY	LYNX	1		20.	53.42	63.1	6.	58.	N	N	N	65.9	61.827	0.23	0.91	5.074	8.8	0.577	N	N	N	Y	Y	Y	-	7.026	1253.4	0.	0.	N	N	0.	65.
125.	MERCURY	LYNX	1		20.	54.12	63.6	6.	64.	Y	N	N	65.9	55.59	0.7	1.61	8.91	8.8	1.012	N	N	N	Y	Y	Y	-	6.317	1254.1	8.8	6.	N	N	5.	65.
125.	MERCURY	LYNX	1		20.	55.55	64.3	6.	76.	Y	N	Y	65.9	46.071	1.43	3.04	6.657	8.8	0.756	N	N	N	Y	Y	Y	-	5.235	1255.6	0.	0.	N	N	0.	55.
126.	CHRYSLER	TOWN&COUNT	3		21.	44.94	74.3	14.	24.	N	N	N	68.4	162.16	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.898	1304.9	0.	0.	N	N	0.	75.
126.	CHRYSLER	TOWN&COUNT	3		21.	45.17	74.3	14.	26.	N	N	N	68.4	149.33	0.23	0.23	55.804	20.533	2.718	N	N	N	Y	Y	Y	-	7.272	1305.2	20.53	14.	N	N	15.	75.
126.	CHRYSLER	TOWN&COUNT	3		21.	46.14	73.2	14.	28.	Y	N	N	68.4	136.33	0.97	1.2	11.342	20.533	0.552	N	N	N	Y	Y	Y	-	6.737	1306.1	11.34	8.	Y	N	10.	75.
126.	CHRYSLER	TOWN&COUNT	3		21.	47.2	74.	13.	33.	Y	Y	N	68.4	116.66	1.06	2.26	20.443	19.8	1.032	N	N	N	Y	Y	Y	-	6.118	1307.2	19.8	14.	N	N	15.	75.
127.	FORD	ESCORT	1		23.	51.66	73.2	21.	43.	N	N	N	65.9	85.032	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	2.761	1431.9	0.	0.	N	N	0.	75.
127.	FORD	ESCORT	1		23.	52.16	72.9	19.	46.	N	N	N	65.9	79.13	0.5	0.5	19.507	29.333	0.665	N	N	N	Y	Y	Y	-	2.341	1432.2	19.51	13.	N	N	15.	75.
127.	FORD	ESCORT	1		23.	52.36	71.	19.	50.	N	Y	N	65.9	72.47	0.2	0.5	[illegible]	27.867	1.204	N	N	N	Y	[illegible]	Y	-	2.501	1432.4	27.87	19.	N	N	20.	7[illegible]
127.	FORD	ESCORT	1		23.	53.13	64.3	1[illegible].	55.	Y	Y	N	65.7	54.553	0.77	1.27	[illegible]	25.867	0.971	N	N	N	Y		Y	N	2.329	1433.1	25.57	19.	N	N	20.	65.
129.	FORD	VAN	9		24.	4.78	57.5	6.	40.	N	N	N	79.5	112.25	0.	0.	0.	0.	0.	N	N	Y	Y	Y	N	-	12.756	1445.	0.	0.	N	N	[illegible]	[illegible]

CASE	MAKE	MODEL	SIZE	HD	HIN	SECON	ASPEED	CSPEED	TRNIDTH	BEEP	BRAKE	EVAS	TAWIDTH	TFDIST	SSLAST	ELAPSED	OPT_RATE	RAD_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ADED	TSDIST	ACTSEC	CLOSE	CL MPH	6 WRN	NB WRN	CLS 5	ACT ?
128.	FORD	VAN	8		24.	8.88	65.	8.	50.	N	N	N	79.9	88.863	3.9	3.9	5.997	10.267	0.584	N	N	N	Y	Y	N	-	7.574	1448.9	0.	0.	N	N	0.	55.
128.	FORD	VAN	8		24.	9.01	64.8	3.	32.	N	N	N	79.9	85.265	0.13	4.03	27.677	11.733	2.359	N	N	N	Y	Y	Y	-	7.267	1449.	11.73	8.	N	N	10.	65.
128.	FORD	VAN	8		26.	9.81	65.3	5.	34.	Y	N	N	79.9	81.933	0.8	4.83	4.155	9.533	0.437	N	N	N	Y	Y	Y	-	11.173	1449.8	0.	0.	N	N	0.	65.
129.	CHEVROLET	BLAZER	7		24.	45.81	72.3	13.	16.	N	N	N	65.4	234.62	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	10.664	1485.8	0.	0.	N	N	0.	70.
129.	CHEVROLET	BLAZER	7		24.	47.32	72.5	16.	20.	N	N	N	65.4	186.75	1.51	1.51	31.497	22.733	1.394	N	N	N	Y	Y	Y	-	7.958	1487.3	22.73	16.	N	N	15.	75.
129.	CHEVROLET	BLAZER	7		24.	48.29	74.5	16.	22.	Y	N	N	65.4	169.35	0.97	2.48	17.943	23.467	0.765	N	N	N	Y	Y	Y	-	7.217	1488.3	17.94	12.	Y	N	10.	75.
129.	CHEVROLET	BLAZER	7		24.	50.59	73.2	16.	31.	Y	N	Y	65.4	118.82	2.3	4.78	21.969	23.467	0.936	N	N	N	Y	Y	Y	-	5.063	1490.6	23.47	16.	N	N	15.	75.
130.	AUDI	4000S	2		25.	12.11	72.5	11.	23.	N	N	N	66.2	163.82	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	10.154	1512.1	0.	0.	N	N	0.	75.
130.	AUDI	4000S	2		25.	12.65	74.5	11.	23.	N	N	N	66.2	163.82	0.54	0.54	0.	16.133	0.	N	N	N	Y	Y	Y	-	10.154	1512.7	0.	0.	N	N	0.	75.
130.	AUDI	4000S	2		25.	13.61	74.3	11.	26.	Y	N	N	66.2	144.38	0.96	1.5	20.254	16.133	1.255	N	N	N	Y	Y	Y	-	8.949	1513.6	16.13	11.	Y	N	10.	75.
130.	AUDI	4000S	2		25.	19.51	76.4	8.	50.	Y	N	Y	66.2	72.821	5.9	7.4	12.128	13.933	0.87	N	N	N	Y	N	N	-	6.204	1519.5	13.93	10.	N	N	10.	75.
131.	BUICK	CENTURY	3		26.	59.72	71.	14.	38.	N	N	N	67.7	99.611	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	8.851	1559.7	0.	0.	N	N	0.	70.
131.	BUICK	CENTURY	3		26.	0.02	72.6	10.	40.	N	N	N	57.7	94.396	0.3	0.3	17.383	17.6	0.988	N	N	N	Y	Y	Y	-	6.436	1560.	17.6	12.	N	N	10.	75.
131.	BUICK	CENTURY	3		26.	0.99	71.	10.	48.	Y	N	N	57.7	77.881	0.97	1.27	17.026	17.6	0.967	N	N	N	Y	Y	Y	-	3.793	1561.	17.6	12.	N	N	10.	70.
131.	BUICK	CENTURY	3		26.	3.8	72.1	30.	62.	Y	Y	N	67.7	39.235	0.81	2.08	23.02	20.533	1.121	N	N	N	Y	Y	Y	Y	2.885	1561.8	20.53	14.	N	N	15.	70.
132.	BUICK	SKYHAWK	2		27.	12.26	76.6	13.	28.	N	N	N	62.	124.95	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.553	1632.3	0.	0.	N	N	0.	75.
132.	BUICK	SKYHAWK	2		27.	12.6	76.6	13.	28.	N	N	N	62.	124.95	0.34	0.34	0.	19.067	0.	N	N	N	Y	Y	Y	-	6.553	1632.6	0.	0.	N	N	0.	75.
132.	BUICK	SKYHAWK	2		27.	13.53	75.	13.	34.	Y	N	N	62.	102.07	0.93	1.27	24.6	19.067	1.29	N	N	N	Y	Y	Y	-	5.353	1633.5	19.07	13.	N	N	15.	75.
132.	BUICK	SKYHAWK	2		27.	14.86	75.2	13.	43.	Y	N	Y	62.	79.722	1.33	2.6	16.801	19.067	0.881	N	N	N	Y	Y	Y	-	4.181	1634.9	19.07	13.	N	N	15.	75.
133.		TRUCK	9		27.	56.	75.2	17.	50.	N	N	N	96.	107.72	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	6.32	1676.	0.	0.	N	N	0.	75.
133.		TRUCK	9		27.	56.3	75.2	17.	53.	N	N	N	96.	101.35	0.3	0.3	21.21	24.933	0.851	N	Y	N	Y	Y	Y	-	4.065	1676.3	24.93	17.	N	N	15.	75.
133.		TRUCK	9		27.	57.27	75.2	18.	68.	Y	N	N	96.	77.96	0.97	1.27	24.115	25.667	0.94	N	Y	N	Y	Y	Y	-	2.933	1677.3	25.67	18.	N	N	20.	75.
133.		TRUCK	9		27.	58.11	72.9	18.	90.	Y	N	Y	96.	57.755	0.84	2.11	24.056	26.4	0.911	N	Y	N	Y	Y	Y	-	2.188	1678.1	26.4	18.	N	N	20.	75.
134.	OLDSMOBIL		3		28.	19.23	77.1	19.	52.	N	N	Y	70.5	74.799	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	N	2.684	1699.2	0.	0.	N	N	0.	75.
135.	SUBARU	GL WAGON	1		28.	50.76	70.4	7.	30.	N	N	N	63.8	119.82	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	11.67	1730.8	0.	0.	N	N	0.	70.
135.	SUBARU	GL WAGON	1		28.	51.13	70.8	7.	33.	N	N	N	63.8	108.5	0.37	0.37	30.592	10.267	2.98	N	N	N	Y	Y	Y	-	10.548	1731.1	10.27	7.	N	N	5.	70.
135.	SUBARU	GL WAGON	1		28.	52.06	73.2	8.	35.	Y	N	N	63.8	102.03	0.93	1.3	6.955	11.	0.632	N	N	N	Y	Y	Y	-	8.696	1732.1	0.	0.	N	N	0.	75.
135.	SUBARU	GL WAGON	1		28.	54.3	74.7	9.	46.	Y	N	Y	63.8	76.507	2.24	3.54	11.393	12.467	0.914	N	N	N	Y	Y	Y	-	5.796	1734.3	12.47	9.	N	N	10.	75.
136.	MAZDA	626	2		29.	50.89	75.2	17.	26.	N	N	N	66.5	145.05	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.818	1790.9	0.	0.	N	N	0.	75.
136.	MAZDA	626	2		29.	51.22	77.1	17.	28.	N	N	N	66.5	134.35	0.33	0.33	32.412	24.933	1.3	N	N	N	Y	Y	Y	-	5.389	1791.2	24.93	17.	N	N	15.	75.
136.	MAZDA	626	2		29.	52.19	77.1	17.	34.	Y	N	N	66.5	109.82	0.97	1.3	25.297	24.933	1.015	N	N	N	Y	Y	Y	-	4.404	1792.2	24.93	17.	N	N	15.	75.
136.	MAZDA	626	2		29.	53.02	77.3	17.	41.	Y	N	Y	66.5	90.265	0.83	2.13	23.555	24.933	0.945	N	N	N	Y	Y	Y	-	3.62	1793.	24.93	17.	N	N	15.	75.
137.	CHEVROLET	PICK UP	6		30.	0.5	75.2	17.	21.	N	N	N	76.	207.19	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	8.31	1800.5	0.	0.	N	N	0.	75.
137.	CHEVROLET	PICK UP	6		30.	2.2	75.	18.	26.	N	N	N	76.	166.44	1.7	1.7	23.969	25.667	0.934	N	Y	N	Y	Y	Y	-	6.305	1802.2	25.67	16.	N	N	20.	75.
137.	CHEVROLET	PICK UP	6		30.	3.6	75.2	18.	31.	Y	N	N	76.	138.88	3.4	3.1	19.716	26.4	0.747	N	Y	N	Y	Y	Y	-	5.259	1803.6	19.72	13.	N	N	15.	75.
137.	CHEVROLET	PICK UP	6		30.	6.2	75.	18.	50.	Y	N	Y	76.	94.276	2.6	5.7	20.978	26.4	0.795	N	Y	N	Y	Y	Y	-	3.393	1806.2	20.98	14.	N	N	15.	75.
138.	CADILLAC	DEVILLE	4		31.	16.94	77.5	12.	62.	N	Y	N	71.7	63.012	0.	0.	0.	0.	0.	N	N	Y	N	N	N	-	3.58	1876.5	0.	0.	N	N	0.	80.
138.	CADILLAC	DEVILLE	4		31.	17.27	77.5	12.	70.	N	N	N	71.7	55.274	0.33	0.33	23.448	17.6	1.332	N	N	N	Y	N	N	-	3.141	1877.3	17.6	12.	N	N	10.	80.
138.	CADILLAC	DEVILLE	4		31.	18.51	70.8	8.	91.	Y	Y	N	71.7	41.435	1.24	1.57	11.16	14.667	0.761	N	N	N	Y	Y	Y	-	3.531	1878.5	11.16	8.	N	N	10.	70.
139.	FORD	TAURUS	2		32.	42.36	77.6	11.	46.	N	N	N	70.7	85.289	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.287	1962.4	0.	0.	N	N	0.	80.
139.	FORD	TAURUS	2		32.	42.63	79.4	11.	48.	N	N	N	70.7	81.54	0.27	0.27	13.885	16.133	0.861	N	N	N	Y	Y	Y	-	5.054	1962.6	16.13	11.	N	N	10.	75.
139.	FORD	TAURUS	2		32.	43.6	77.3	11.	58.	Y	N	N	70.7	66.672	0.97	1.24	15.328	16.133	0.95	N	N	N	Y	Y	Y	-	4.133	1963.6	16.13	11.	N	N	10.	60.
139.	FORD	TAURUS	2		32.	44.5	77.8	11.	72.	Y	N	Y	70.7	52.007	0.9	2.14	16.294	16.133	1.01	N	N	N	Y	Y	Y	-	3.224	1964.5	16.13	11.	N	N	10.	80.
140.		TRUCKS	9		33.	3.59	75.4	11.	28.	N	N	N	96.	196.04	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	12.151	1983.5	0.	0.	N	N	0.	75.
140.		TRUCKS	9		33.	4.51	77.9	10.	30.	N	N	N	96.	182.66	0.93	0.93	14.39	15.4	0.934	N	Y	N	Y	Y	Y	-	12.456	1984.5	15.4	11.	N	N	10.	80.
140.		TRUCKS	9		33.	9.45	77.8	11.	31.	Y	N	N	96.	176.51	0.94	1.97	6.429	15.4	0.417	N	Y	N	Y	Y	Y	-	10.947	1985.5	0.	0.	N	N	0.	30.
140.		TRUCKS	9		33.	7.52	79.3	11.	40.	Y	N	Y	96.	135.62	2.07	3.74	19.707	16.367	1.168	N	Y	N	Y	Y	Y	-	7.717	1987.5	16.87	12.	N	N	10.	80.
141.	PONTIAC	BONNEVILLE	4		40.	32.96	74.5	15.	35.	N	N	N	71.6	111.75	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.762	2433.	0.	0.	N	N	0.	75.
141.	PONTIAC	BONNEVILLE	4		40.	33.26	73.9	16.	40.	N	N	N	71.6	100.1	0.3	0.3	38.513	23.467	1.654	N	N	N	Y	Y	Y	-	4.266	2433.3	23.47	16.	N	N	15.	80.
141.	PONTIAC	BONNEVILLE	4		40.	34.23	74.3	16.	50.	Y	N	N	71.6	79.144	0.97	1.27	21.508	23.467	0.921	N	N	N	Y	Y	Y	-	3.373	2434.2	23.47	16.	N	N	15.	75.
141.	PONTIAC	BONNEVILLE	4		40.	34.26	74.5	16.	50.	Y	N	Y	71.6	79.144	0.03	1.3	0.	23.467	0.	N	N	N	Y	Y	Y	-	3.373	2434.3	0.	0.	N	N	0.	75.
142.	OLDSMOBIL	TORNADO	1		40.	49.15	76.9		90.	N	N	N	75.4	44.354	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	0.	2449.2	0.	0.	N	N	0.	70.
142.	OLDSMOBIL	TORNADO	1		40.	49.41	[illegible]		92.	N	N	N	75.4	41.295	0.26	0.26	4.1	0.	[illegible]	[illegible]	[illegible]	N	[illegible]	Y	Y	-	0.	2449.4	0.	0.	[illegible]	[illegible]	[illegible]	[illegible]
142.	OLDSMOBIL	TORNADO	1		40.	49.58	[illegible]		95.	N	N	Y	75.4	41.727	0.17	0.43	3.912	[illegible]	[illegible]	[illegible]		N			Y	-	0.	2449.5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
142.	OLDSMOBIL	TORNADO	1		40.	50.39	[illegible]		122.	[illegible]	[illegible]	Y	75.4	[illegible]	0.8	1.23	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]				-	0.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

CASE	MAKE	MODEL	SIZE	NO	MIN	SECCN	ASPEED	CSPEED	TRWIDTH	SEEP	BRAKE	EVAS	TAWIDTH	IFDIST	SSLAST	ELAPSED	OPT_RATE	RAD_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ACEG	TSDIST	ACTSEC	CLOSE	CL MPH	B WRN	dB WRN	CLS 5	ACT
143.	CHEVROLET	CAMERO	3		41.	42.1	64.3	16.	59.	N	N	N	72.8	68.792	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	2.53	2502.1	0.	0.	N	N	0.	65.
143.	CHEVROLET	CAMERO	3		41.	42.43	64.	16.	62.	N	N	N	72.8	64.051	0.33	0.33	14.367	23.467	0.612	N	N	N	Y	Y	Y	-	2.739	2502.4	14.37	10.	N	N	10.	55.
143.	CHEVROLET	CAMERO	3		41.	43.36	64.3	16.	76.	Y	N	N	72.8	51.387	0.93	1.26	13.617	23.467	0.58	N	N	N	Y	Y	Y	-	2.19	2503.4	13.62	9.	N	N	10.	65.
143.	CHEVROLET	CAMERO	3		41.	44.4	62.	8.	95.	Y	Y	N	72.8	40.17	1.04	2.3	10.766	17.6	0.613	N	N	N	N	N	N	-	3.424	2504.4	10.79	7.	N	N	5.	60.
144.	CHRYSLER	LEBARRON	2		42.	32.45	71.	50.	25.	N	N	N	68.5	155.72	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	2.124	2552.5	0.	0.	N	N	0.	70.
144.	CHRYSLER	LEBARRON	2		42.	32.85	71.	50.	26.	N	N	N	68.5	149.55	0.4	0.4	15.425	73.333	0.21	X	N	N	Y	Y	Y	-	2.039	2552.9	15.43	11.	N	N	10.	70.
144.	CHRYSLER	LEBARRON	2		42.	33.81	71.	49.	34.	Y	N	N	68.5	113.26	0.96	1.36	37.806	72.6	0.521	N	N	N	Y	Y	Y	-	1.576	2553.8	0.	0.	N	N	0.	70.
145.	CHRYSLER	NEW YORKER	4		43.	7.32	70.8	7.	91.	N	N	N	68.3	39.247	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.023	2587.3	0.	0.	N	N	0.	70.
145.	CHRYSLER	NEW YORKER	4		43.	7.59	70.6	7.	98.	N	N	N	68.3	36.109	0.27	0.27	11.622	10.267	1.132	N	N	N	Y	Y	Y	-	3.517	2587.6	10.27	7.	N	N	5.	70.
145.	CHRYSLER	NEW YORKER	4		43.	8.15	70.8	7.	E2	N	N	Y	68.3	31.33	0.56	0.83	8.534	10.267	0.831	N	N	N	Y	Y	Y	N	3.052	2588.2	8.535	6.	N	N	5.	70.
146.	DATSUN	200SX	1		43.	19.1	70.6	11.	48.	N	N	N	66.1	75.929	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.706	2599.1	0.	0.	N	N	0.	70.
146.	DATSUN	200SX	1		43.	19.43	70.6	11.	49.	N	N	N	66.1	74.284	0.33	0.33	4.985	16.133	0.309	N	N	N	Y	Y	N	-	4.604	2599.4	0.	0.	N	N	0.	70.
146.	DATSUN	200SX	1		43.	19.46	70.6	11.	50.	N	N	N	66.1	72.704	0.03	0.36	52.667	16.133	3.264	N	N	N	Y	Y	Y	-	4.306	2599.5	16.13	11.	N	N	10.	70.
146.	DATSUN	200SX	1		43.	20.36	70.6	6.	56.	Y	N	N	66.1	68.411	0.9	1.26	9.214	12.467	0.739	N	N	N	Y	Y	Y	-	7.317	2600.4	9.214	6.	N	N	5.	70.
146.	DATSUN	200SX	1		43.	21.76	71.	6.	65.	Y	N	Y	66.1	54.843	1.4	2.66	6.834	8.8	0.777	N	N	N	Y	Y	Y	-	6.232	2601.8	0.	0.	N	N	0.	70.
147.	FORD	TEMPO	2		43.	52.36	70.2	10.	40.	N	N	N	68.3	95.274	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.496	2632.4	0.	0.	N	N	0.	70.
147.	FORD	TEMPO	2		43.	52.66	70.2	10.	42.	N	N	N	68.3	90.514	0.3	0.3	15.867	14.667	1.082	N	N	N	Y	Y	Y	-	6.171	2632.7	14.67	10.	N	N	10.	70.
147.	FORD	TEMPO	2		43.	53.63	70.4	10.	50.	Y	N	N	68.3	75.28	0.97	1.27	15.705	14.667	1.071	N	N	N	Y	Y	Y	-	5.133	2633.6	14.67	10.	N	N	10.	70.
147.	FORD	TEMPO	2		43.	54.5	70.4	10.	58.	Y	N	Y	68.3	64.249	0.87	2.14	12.679	14.667	0.864	N	N	N	N	N	N	-	4.381	2634.5	14.67	10.	N	N	10.	70.
148.	HONDA	ACCORD	2		44.	49.45	65.7	15.	31.	N	N	N	65.6	119.2	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.418	2689.5	0.	0.	N	N	0.	65.
148.	HONDA	ACCORD	2		44.	49.82	64.8	14.	33.	N	N	N	65.6	111.69	0.37	0.37	20.295	21.267	0.954	N	N	N	Y	Y	Y	-	5.439	2689.8	21.27	15.	N	N	15.	65.
148.	HONDA	ACCORD	2		44.	50.75	64.8	13.	38.	Y	N	N	65.6	96.376	0.93	1.3	16.466	19.8	0.832	N	N	N	Y	Y	Y	-	5.055	2690.8	16.47	11.	N	N	10.	65.
148.	HONDA	ACCORD	2		44.	52.09	63.5	13.	52.	Y	N	Y	65.6	69.164	1.34	2.64	20.307	19.067	1.065	N	N	N	N	N	N	-	3.627	2692.1	19.07	13.	N	N	15.	65.
149.		TRUCK	9		45.	45.3	74.3	23.	30.	N	N	N	96.	182.66	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	5.415	2745.3	0.	0.	N	N	0.	75.
149.		TRUCK	9		45.	45.78	74.3	23.	32.	N	N	N	96.	170.95	0.48	0.48	24.394	33.733	0.723	N	Y	N	Y	Y	Y	-	5.068	2745.8	24.39	17.	N	N	15.	75.
149.		TRUCK	9		45.	46.71	76.4	22.	38.	Y	N	N	96.	143.21	0.93	1.41	29.82	33.	0.904	N	Y	N	Y	Y	Y	-	4.439	2746.7	33.	23.	N	N	25.	75.
149.		TRUCK	9		45.	47.28	75.4	21.	43.	Y	N	N	96.	126.02	0.57	1.98	30.172	31.533	0.957	N	Y	N	Y	Y	Y	-	4.091	2747.3	31.53	22.	N	N	20.	75.
150.	DATSUN	200SX	2		45.	52.95	74.7	19.	21.	N	N	N	66.1	179.59	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.445	2753.	0.	0.	N	N	0.	75.
150.	DATSUN	200SX	2		45.	53.35	74.7	20.	23.	N	N	N	66.1	163.56	0.4	0.4	40.063	28.6	1.401	N	N	N	Y	Y	Y	-	5.576	2753.4	28.6	20.	N	N	20.	75.
150.	DATSUN	200SX	2		45.	54.32	76.4	19.	28.	Y	N	N	66.1	133.52	0.97	1.37	30.975	28.6	1.083	N	N	N	Y	Y	Y	-	4.791	2754.3	28.6	20.	N	N	20.	75.
150.	DATSUN	200SX	2		45.	55.45	74.1	18.	36.	Y	N	Y	66.1	102.8	1.13	2.5	27.181	27.133	1.002	N	N	N	N	N	N	-	3.894	2755.5	27.13	19.	N	N	20.	75.
151.	BUICK		3		46.	11.6	72.5	16.	41.	N	N	N	70.6	96.12	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	4.095	2771.5	0.	0.	N	N	0.	75.
151.	BUICK		3		46.	11.9	72.3	16.	43.	N	N	N	70.6	91.431	0.3	0.3	15.63	23.467	0.666	N	Y	N	Y	Y	Y	-	3.895	2771.9	15.63	11.	N	N	10.	76.
151.	BUICK		3		46.	12.9	74.	15.	56.	Y	N	Y	70.6	69.116	1.	1.3	22.315	22.733	0.982	N	Y	N	Y	Y	Y	-	3.143	2772.9	22.73	16.	N	N	15.	75.
152.	NISSAN	SENTRA	1		46.	43.6	79.5	23.	41.	N	N	Y	63.8	86.41	0.	0.	0.	0.	0.	N	N	Y	N	N	N	N	2.562	2803.6	0.	0.	N	N	0.	80.
153.	GMC	JIMMY	8		47.	28.54	72.1	0.	38.	N	N	N	55.4	96.067	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	0.	2844.5	0.	0.	N	N	0.	70.
153.	GMC	JIMMY	8		47.	29.05	72.5	0.	48.	N	N	N	65.4	75.075	4.51	4.51	4.655	0.	0.	N	N	N	Y	Y	N	-	0.	2849.1	0.	0.	N	N	0.	75.
153.	GMC	JIMMY	8		47.	29.25	72.5	0.	48.	N	N	N	65.4	75.075	0.2	4.71	0.	0.	0.	N	N	N	Y	Y	Y	-	0.	2849.3	0.	0.	N	N	0.	75.
153.	GMC	JIMMY	8		47.	30.01	72.5	5.	50.	Y	N	N	65.4	71.884	0.76	5.47	4.199	3.667	1.145	N	N	N	Y	Y	Y	-	9.832	2850.	3.667	3.	Y	Y	0.	75.
153.	GMC	JIMMY	8		47.	33.68	72.5	7.	70.	Y	N	Y	65.4	50.005	3.67	9.14	5.962	8.8	0.677	N	N	N	Y	Y	Y	-	4.873	2853.7	0.	0.	N	N	0.	75.
154.	FORD	LTD	3		48.	42.65	72.5	7.	34.	N	N	N	71.	117.57	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	11.455	2922.7	0.	0.	N	N	0.	70.
154.	FORD	LTD	3		48.	42.99	72.5	7.	36.	N	N	N	71.	110.77	0.34	0.34	19.976	10.267	1.946	N	N	N	Y	Y	Y	-	10.73	2923.	10.27	7.	N	N	5.	70.
154.	FORD	LTD	3		48.	43.39	72.5	7.	38.	Y	N	N	71.	104.7	1.	1.34	6.078	10.267	0.592	Y	N	N	Y	Y	Y	-	10.159	2924.	0.	0.	N	N	0.	70.
154.	FORD	LTD	3		48.	47.85	72.5	5.	55.	Y	N	Y	71.	69.534	3.86	5.2	9.109	8.8	1.035	N	N	N	Y	Y	Y	-	9.482	2927.9	3.8	5.	N	N	5.	70.
155.	HONDA	CIVIC	1		49.	30.2	71.	9.	44.	N	N	N	64.	80.464	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.095	2970.2	0.	0.	N	N	0.	70.
155.	HONDA	CIVIC	1		49.	32.94	71.	9.	50.	N	N	N	64.	70.245	2.74	2.74	3.73	13.2	0.283	N	N	N	Y	Y	N	-	5.322	2972.9	0.	0.	N	N	0.	70.
155.	HONDA	CIVIC	1		49.	33.24	71.	9.	51.	N	N	N	64.	68.776	0.3	3.04	4.897	13.2	0.371	N	N	N	Y	Y	Y	-	5.2[illegible]	2973.2	0.	0.	N	N	0.	70.
155.	HONDA	CIVIC	1		49.	33.9	71.	9.	54.	Y	N	N	64.	64.694	0.65	3.7	6.155	13.2	0.469	N	N	N	Y	Y	Y	-	4.9[illegible]	2973.9	0.	0.	N	N	[illegible]	70.
155.	HONDA	CIVIC	1		49.	36.87	72.5	6.	77.	Y	Y	Y	64.	43.967	2.97	6.67	6.979	11.	0.634	N	N	N	Y	Y	Y	-	4.99[illegible]	2976.9	0.	0.	N	N	0.	75.
156.	TOYOTA	TERCEL	1		50.	4.64	71.	12.	43.	N	N	N	63.6	81.9	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.6[illegible]	3004.6	0.	0.	N	N	0.	70.
156.	TOYOTA	TERCEL	1		50.	4.94	71.	12.	45.	Y	N	N	63.6	76.253	0.3	0.3	18.323	17.6	1.07	N	N	N	Y	Y	Y	-	4.[illegible]	3004.9	17.6	12.	N	N	10.	[illegible]
156.	TOYOTA	TERCEL	1		50.	5.9	71.	12.	58.	Y	N	N	63.6	57.505	0.96	1.26	17.446	17.6	0.991	Y	N	N	Y	Y	Y	-	3.[illegible]	3005.9	17.6	12.	N	N	[illegible]	[illegible]
156.	TOYOTA	TERCEL	1		50.	[illegible]	71.	12.	66.	Y	N	N	63.6	51.723	0.5	1.76	15.534	17.5	0.984	N	N	N	Y	Y	Y	-	2.[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
157.		TRUCK	[illegible]		50.	25.52	72.2	13.	[illegible]	N	N	Y	96.	176.01	0.	0.	0.	0.	0.	N	Y	Y	[illegible]	N	N	-	9.[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
157.		TRUCK	9		[illegible]	27.5	72.5	13.	[illegible]	Y	N	Y	96.	155.62	0.55	0.55	24.722	19.067	1.297	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	-	8.[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

CASE	MAKE	MODEL	SIZE	NO	MIB	EECON	ASPEED	CEPEED	TAWIDTH	BEEP	BRAKE	EVAS	TAWIDTH	TFDIST	SELAST	ELAPSED	C-T_RATE	RAD_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ADEJ	TSDIST	ACTSEC	CLOSE	CL MPH	3 WRN	6B WRN	CLS 5	ACT 5
157.		TRUCK	4		30.	28.02	72.5	13.	56.	Y	N	N	96.	131.43	0.97	1.3	14.633	19.067	0.767	N	Y	N	Y	Y	Y	-	7.942	3028.	14.63	10.	Y	N	10.	70.
157		TRUCK	4		30.	29.73	72.9	13.	85.	Y	N	Y	96.	120.23	1.71	3.21	18.26	17.6	1.038	N	Y	N	Y	Y	Y	-	7.451	3029.7	17.6	12.	N	N	10.	75.
158.	BUICK		3		51.	16.67	72.5	25.	63.	N	N	Y	70.6	60.913	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	N	1.661	3078.7	0.	0.	N	N	0.	75.
159.	BUICK		3		51.	32.35	72.7	11.	71.	N	N	N	70.6	53.322	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	3.317	3112.6	0.	0.	N	N	0.	75.
159.	BUICK		3		51.	32.88	71.	11.	76.	N	N	Y	70.6	49.692	0.33	0.33	11.606	16.133	0.719	N	Y	N	Y	Y	Y	N	3.08	3112.9	11.61	8.	N	N	10.	70.
160.	MAZDA	PICK UP	5		52.	5.02	71.	19.	23.	N	N	N	63.	155.67	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.586	3125.	0.	0.	N	N	0.	70.
160.	MAZDA	PICK UP	5		52.	5.42	71.	20.	25.	N	N	N	63.	142.88	0.4	0.4	32.075	28.6	1.122	N	N	N	Y	Y	Y	-	4.87	3125.4	28.6	20.	N	N	20.	70.
160.	MAZDA	PICK UP	5		52.	6.39	73.2	20.	32.	Y	N	N	63.	110.57	0.97	1.37	33.272	29.333	1.134	N	N	N	Y	Y	Y	-	3.769	3126.4	29.33	20.	N	N	20.	75.
160.	MAZDA	PICK UP	5		52.	7.29	72.9	19.	38.	Y	N	Y	63.	92.37	0.9	2.27	20.221	28.6	0.707	N	N	N	Y	Y	Y	-	3.315	3127.3	20.22	18.	N	N	15.	75.
161.	HONDA	ACCORD	3		52.	25.04	73.2	18.	27.	N	N	N	65.6	137.55	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.21	3145.	0.	0.	N	N	0.	75.
161.	HONDA	ACCORD	3		52.	25.4	72.9	18.	30.	N	N	N	65.6	123.33	0.36	0.36	39.518	26.4	1.497	N	N	N	Y	Y	Y	-	4.672	3145.4	26.4	18.	N	N	20.	75.
161.	HONDA	ACCORD	3		52.	26.35	70.9	19.	34.	Y	N	N	65.6	101.99	0.95	1.31	22.46	27.133	0.828	N	N	N	Y	Y	Y	-	3.66	3146.4	22.46	15.	N	N	15.	70.
161.	HONDA	ACCORD	3		52.	27.05	71.9	19.	43.	Y	N	Y	65.6	84.623	0.7	2.01	24.011	27.867	0.89	N	N	N	Y	Y	Y	-	3.037	3147.1	27.87	19.	N	N	20.	70.
162.	FORD	LTD	3		53.	7.49	73.2	10.	33.	N	N	N	71.	121.27	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	8.268	3187.5	0.	0.	N	N	0.	75.
162.	FORD	LTD	3		53.	7.82	76.4	19.	35.	N	N	N	71.	114.07	0.33	0.33	21.812	14.667	1.487	N	N	N	Y	Y	Y	-	7.778	3187.8	14.67	10.	N	N	10.	75.
162.	FORD	LTD	3		53.	8.79	72.3	9.	40.	Y	N	N	71.	99.226	0.97	1.3	15.305	13.933	1.098	N	N	N	Y	Y	Y	-	7.517	3188.8	13.93	10.	N	N	10.	70.
162.	FORD	LTD	3		53.	9.92	72.1	9.	45.	Y	N	Y	71.	87.679	1.15	2.43	10.219	13.2	0.774	N	N	N	Y	Y	Y	-	6.642	3189.9	10.22	7.	N	N	5.	70.
163.	FORD	TAURUS	2		54.	11.05	73.2	9.	34.	N	N	N	70.7	71.958	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.051	3251.1	0.	0.	N	N	0.	75.
163.	FORD	TAURUS	2		54.	11.35	71.	9.	36.	N	N	N	70.7	69.228	0.3	0.3	9.123	13.2	0.691	N	N	N	Y	Y	Y	-	5.244	3251.4	9.123	6.	N	N	5.	70.
163.	FORD	TAURUS	2		54.	12.28	73.2	9.	68.	Y	N	N	70.7	56.177	0.93	1.23	14.026	13.2	1.063	N	N	N	Y	Y	Y	-	4.256	3252.3	13.2	9.	N	N	10.	75.
163.	FORD	TAURUS	2		54.	13.28	71.	9.	85.	Y	N	Y	70.7	44.002	1.	2.23	12.175	13.2	0.922	N	N	N	Y	Y	Y	-	3.336	3253.3	13.2	9.	N	N	10.	70.
164.	FORD	ESCORT	1		54.	21.69	73.2	12.	35.	N	N	N	65.9	105.56	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.997	3261.7	0.	0.	N	N	0.	75.
164.	FORD	ESCORT	1		54.	22.02	72.9	12.	38.	N	N	N	65.9	96.838	0.33	0.33	26.373	17.6	1.498	N	N	N	Y	Y	Y	-	5.502	3262.	17.6	12.	N	N	10.	75.
164.	FORD	ESCORT	1		54.	22.96	72.1	11.	43.	Y	N	N	65.9	85.032	0.94	1.27	12.56	16.867	0.745	N	N	N	Y	Y	Y	-	5.271	3263.	12.56	9.	N	N	10.	70.
164.	FORD	ESCORT	1		54.	24.03	71.9	12.	53.	Y	N	Y	65.9	68.102	1.07	2.34	15.822	16.867	0.938	N	N	N	Y	Y	Y	-	3.849	3264.	16.87	12.	N	N	10.	70.
165.	FORD	ESCORT	1		54.	31.62	70.4	14.	41.	N	N	N	65.9	89.409	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.354	3291.6	0.	0.	N	N	0.	70.
165.	FORD	ESCORT	1		54.	31.92	70.4	14.	43.	N	N	N	65.9	83.032	0.3	0.3	14.59	20.533	0.711	N	N	N	Y	Y	Y	-	4.141	3291.9	14.59	10.	N	N	10.	70.
165.	FORD	ESCORT	1		54.	32.89	70.4	14.	55.	Y	N	N	65.9	65.455	0.97	1.27	20.182	20.533	0.983	N	N	N	Y	Y	Y	-	3.188	3292.9	20.53	14.	N	N	15.	70.
165.	FORD	ESCORT	1		54.	33.65	70.4	14.	65.	Y	N	Y	65.9	54.663	0.76	2.03	14.2	20.533	0.692	N	N	N	Y	Y	Y	-	2.662	3293.7	14.2	10.	N	N	10.	70.
166.	PONTIAC	BONNEVILLE	4		55.	38.74	72.1	0.	51.	N	N	N	71.6	77.5	0.	0.	0.	0.	0.	N	N	Y	Y	Y	N	-	0.	3338.7	0.	0.	N	N	0.	70.
166.	PONTIAC	BONNEVILLE	4		55.	38.84	72.1	0.	51.	N	N	N	71.6	77.5	0.1	0.1	0.	0.	0.	N	N	N	:	Y	Y	-	0.	3338.8	0.	0.	N	N	0.	70.
166.	PONTIAC	BONNEVILLE	4		55.	39.57	72.1	5.	56.	Y	N	N	71.6	70.162	0.83	0.93	8.841	3.667	2.411	N	N	N	Y	Y	Y	-	9.567	3339.7	3.667	3.	Y	Y	0.	70.
166.	PONTIAC	BONNEVILLE	4		55.	41.64	72.1	6.	67.	Y	N	N	71.6	57.872	1.97	2.9	6.239	8.067	0.773	N	N	N	Y	Y	Y	-	6.576	3341.6	0.	0.	N	N	0.	70.
166.	PONTIAC	BONNEVILLE	4		55.	41.65	72.1	6.	67.	Y	N	Y	71.6	57.872	0.01	2.91	0.	8.8	0.	N	N	N	N	N	N	-	6.576	3341.7	0.	0.	N	N	0.	70.
167.		WAGON	4		56.	12.64	74.	15.	60.	N	N	N	75.4	68.879	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	3.131	3372.6	0.	0.	N	N	0.	75.
167.		WAGON	4		56.	12.94	73.2	13.	63.	N	N	N	75.4	65.376	0.3	0.3	11.677	22.	0.531	N	Y	N	Y	Y	Y	-	2.972	3372.9	11.68	8.	N	N	10.	75.
167.		WAGON	4		56.	13.9	72.9	15.	93.	Y	N	N	75.4	42.772	0.96	1.26	23.546	22.	1.07	N	Y	N	Y	Y	Y	-	1.946	3373.9	22.	15.	N	N	15.	75.
167.		WAGON	4		56.	14.07	71.	15.	82	Y	N	N	75.4	38.164	0.17	1.43	27.106	22.	1.232	N	Y	N	Y	Y	Y	-	1.735	3374.1	22.	15.	N	N	15.	70.
168.	FORD	ESCORT	1		56.	32.32	71.	13.	32.	N	N	N	65.9	115.88	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.077	3392.3	0.	0.	N	N	0.	70.
168.	FORD	ESCORT	1		56.	32.65	71.	13.	35.	N	N	N	65.9	105.54	0.33	0.33	31.315	19.067	1.642	N	N	N	Y	Y	Y	-	5.535	3392.7	19.07	13.	N	N	15.	70.
168.	FORD	ESCORT	1		56.	33.62	71.	14.	40.	Y	N	N	65.9	91.761	0.97	1.3	14.206	19.8	0.717	N	N	N	Y	Y	Y	-	4.469	3393.6	14.21	10.	N	N	10.	70.
168.	FORD	ESCORT	1		56.	34.49	71.	14.	51.	Y	N	Y	65.9	70.957	0.87	2.17	23.913	20.533	1.165	N	N	N	Y	Y	Y	-	3.456	3394.5	20.53	14.	N	N	15.	70.
169.	LINCOLN	CONTINENTA	4		55.	41.1	71.	9.	40.	N	N	N	73.6	103.03	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.805	3401.1	0.	0.	N	N	0.	70.
169.	LINCOLN	CONTINENTA	4		55.	41.46	71.	10.	40.	N	N	N	73.6	103.03	0.36	0.36	0.	13.933	0.	N	N	N	Y	Y	Y	-	7.025	3401.5	0.	0.	N	N	0.	70.
169.	LINCOLN	CONTINENTA	4		56.	42.4	71.	10.	43.	Y	N	N	73.6	95.516	0.94	1.3	7.995	14.667	0.545	N	N	N	Y	Y	Y	-	6.512	3402.4	7.995	5.	Y	Y	5.	70.
169.	LINCOLN	CONTINENTA	4		56.	43.5	71.	11.	54.	Y	N	Y	73.6	75.102	1.1	2.4	18.558	15.4	1.205	N	N	N	Y	Y	Y	-	4.655	3403.5	15.4	11.	N	N	10.	70.
170.	FORD	ESCORT	1		57.	35.79	76.6	14.	33.	Y	N	N	65.9	112.22	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.465	3455.8	0.	0.	N	N	0.	75.
170.	FORD	ESCORT	1		57.	36.09	77.9	14.	36.	Y	N	N	65.9	102.48	0.3	0.3	32.477	20.533	1.592	N	N	N	Y	Y	Y	-	4.991	3455.1	20.53	14.	N	N	15.	80.
170.	FORD	ESCORT	1		57.	37.92	77.9	14.	51.	Y	N	Y	65.9	70.957	1.73	2.03	18.221	20.533	0.887	N	N	N	Y	Y	Y	-	3.456	3457.8	20.53	14.	N	N	15.	80.
171.	BUICK	REGAL	3		58.	49.	72.3	15.	51.	N	Y	N	71.6	77.5	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.523	3529.	0.	0.	N	N	0.	75.
171.	BUICK	REGAL	3		58.	49.56	70.9	14.	62	Y	N	N	71.6	62.917	0.66	0.66	22.095	21.267	1.039	N	N	N		Y	Y	-	3.054	3529.7	21.27	15.	N	N	15.	70.
171.	BUICK	REGAL	3		58.	50.55	71.	12.	93.	Y	N	Y	71.6	45.511	1.	1.66	17.106	19.067	0.897	N	N	N		Y	Y	N	2.603	3530.7	19.07	13.	N	N	15.	70.
172.	TOYOTA	TERCEL	1		59.	14.79	77.2	1.	45.	Y	N	N	63.6	76.257	0.	0.	0.	0.	0.	N	N	Y		N	N	-	4.728	3554.8	0.	0.	N	N	[illegible]	[illegible]
172.	TOYOTA	TERCEL	1		59.	15.09	77.2	[illegible]	48.	Y	N	N	63.6	72.83	0.3	0.3	11.243	15.133	0.597	N	N	Y	Y	Y		-	4.517	3555.1	11.24	8.	N	N	10.	70.
172.	TOYOTA	TERCEL	1		59.	[illegible]	[illegible]	[illegible]	61		N	N	63.6	56.347	0.96	1.26	17.222	15.4	1.119	N	N	Y			Y	-	3.842	3556.1	15.4	11.	N	N	[illegible]	[illegible]

CASE	MAKE	MODEL	SIZE	NO	MIN	SECON	ASPEED	CSPEED	TAWIDTH	SEEP	BRAKE	EVAS	TAWIDTH	TFDIST	ESLAST	ELAPSED	CPT_RATE	RAD_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ADEQ	TSDIST	ACTSEC	CLOSE	CL MPH 5	WKJ	WB ARN	CLS 5	ACT
172.	TOYOTA	TERCEL	1		59.	16.72	71.9	10.	60.	Y	N	Y	63.6	50.064	0.67	1.93	9.378	14.667	0.639	N	N	N	Y	Y	Y	-	3.413	3556.7	9.378	6.	N	N	5.	70.
173.		TRUCK	9		59.	32.77	72.1	13.	26.	N	N	N	96.	211.48	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	11.092	3572.8	0.	0.	N	N	0.	70.
173.		TRUCK	9		59.	33.47	72.3	12.	30.	N	N	N	96.	182.66	0.7	0.7	41.177	18.333	2.246	N	Y	N	Y	Y	Y	-	10.378	3573.5	18.33	13.	N	N	15.	70.
173.		TRUCK	9		59.	34.44	72.7	12.	32.	Y	N	N	96.	170.95	0.97	1.67	12.071	17.6	0.686	N	Y	N	Y	Y	Y	-	9.713	3574.4	12.07	8.	Y	Y	10.	75.
173.		TRUCK	9		59.	37.64	72.1	12.	48.	Y	N	Y	96.	112.4	3.4	5.07	17.22	17.6	0.978	N	Y	N	Y	Y	Y	-	6.386	3577.8	17.6	12.	N	N	10.	70.
174.		TRUCK	9		0.	4.37	71.	17.	31.	N	N	N	96.	176.61	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	7.083	3604.4	0.	0.	N	N	0.	70.
174.		TRUCK	9		0.	4.84	73.2	17.	34.	N	N	N	96.	160.61	0.47	0.47	34.038	24.933	1.365	N	Y	N	Y	Y	Y	-	6.482	3604.8	24.93	17.	N	N	15.	75.
174.		TRUCK	9		0.	5.84	72.3	17.	38.	Y	N	N	96.	143.21	1.	1.47	17.401	24.933	0.698	N	Y	N	Y	Y	Y	-	5.740	3605.8	17.4	12.	Y	N	10.	70.
174.		TRUCK	9		0.	7.3	72.7	17.	51.	Y	N	Y	96.	105.51	1.46	2.93	25.823	24.933	1.036	N	Y	N	Y	Y	Y	-	4.232	3607.3	24.93	17.	N	N	15.	75.
175.	TOYOTA	COROLLA	1		0.	25.32	72.1	14.	19.	N	N	N	64.4	193.75	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	9.436	3625.3	0.	0.	N	N	0.	70.
175.	TOYOTA	COROLLA	1		0.	25.89	72.1	14.	19.	N	N	N	64.4	193.75	0.57	0.57	0.	20.533	0.	N	N	N	Y	Y	Y	-	9.436	3625.9	0.	0.	N	N	0.	70.
175.	TOYOTA	COROLLA	1		0.	26.85	72.1	14.	23.	Y	N	N	64.4	159.24	0.96	1.53	35.95	20.533	1.751	N	N	N	Y	Y	Y	-	7.755	3626.9	20.53	14.	Y	N	15.	70.
175.	TOYOTA	COROLLA	1		0.	29.6	72.3	14.	34.	Y	N	Y	64.4	106.2	2.75	4.28	19.206	20.533	0.939	N	N	N	Y	Y	Y	-	5.172	3629.6	20.53	14.	N	N	15.	70.
176.	RENAULT	ALLIANCE	2		0.	46.91	72.9	12.	48.	N	N	N	65.	74.507	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.238	3646.9	0.	0.	N	N	0.	75.
176.	RENAULT	ALLIANCE	2		0.	47.21	70.8	12.	52.	N	N	N	65.	68.489	0.3	0.3	20.327	17.6	1.155	N	N	N	Y	Y	Y	-	3.891	3647.2	17.6	12.	N	N	10.	70.
176.	RENAULT	ALLIANCE	2		0.	48.15	72.9	12.	65.	Y	N	N	65.	53.852	0.94	1.24	15.371	17.6	0.885	N	N	N	Y	Y	Y	-	3.06	3648.2	17.6	12.	N	N	10.	75.
176.	RENAULT	ALLIANCE	2		0.	48.31	71.	11.	66.	Y	N	Y	65.	52.965	0.16	1.4	5.544	16.867	0.329	N	N	N	Y	Y	Y	-	3.283	3648.3	0.	0.	N	N	0.	70.
177.	CHEVROLET	CAVALIER	2		1.	20.91	72.5	11.	28.	N	N	N	66.	133.31	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	8.263	3680.9	0.	0.	N	N	0.	75.
177.	CHEVROLET	CAVALIER	2		1.	21.28	72.5	11.	31.	N	N	N	66.	119.95	0.37	0.37	36.097	16.133	2.237	N	N	N	Y	Y	Y	-	7.435	3681.3	16.13	11.	N	N	10.	75.
177.	CHEVROLET	CAVALIER	2		1.	22.25	71.	11.	34.	Y	N	N	66.	108.96	0.97	1.34	11.338	16.133	0.703	N	N	N	Y	Y	Y	-	6.753	3682.3	11.34	8.	Y	N	10.	70.
177.	CHEVROLET	CAVALIER	2		1.	24.38	72.9	12.	50.	Y	N	N	66.	72.507	2.13	3.47	17.074	16.867	1.012	N	N	N	Y	Y	Y	-	4.124	3684.4	16.87	12.	N	N	10.	75.
178.	PLYMOUTH	COLT	1		1.	50.74	74.7	17.	38.	N	N	N	62.4	91.445	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.668	3710.7	0.	0.	N	N	0.	75.
178.	PLYMOUTH	COLT	1		1.	51.04	74.5	17.	38.	N	N	N	62.4	91.445	0.3	0.3	0.	24.933	0.	N	N	N	Y	Y	Y	-	3.668	3711.	0.	0.	N	N	0.	75.
179.	PLYMOUTH	COLT	1		1.	51.97	72.9	16.	47.	Y	N	N	62.4	73.035	0.	0.	0.	0.	0.	N	N	Y	Y	Y	Y	-	3.112	3712.	0.	0.	N	N	0.	75.
179.	PLYMOUTH	COLT	1		1.	52.	74.7	16.	48.	N	N	Y	62.4	71.416	0.03	0.03	53.967	23.467	2.3	N	N	N	N	N	N	-	3.043	3712.	23.47	16.	N	N	15.	75.
180.	FORD	PICK-UP	6		2.	14.16	72.1	11.	35.	N	N	N	76.	122.44	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	7.309	3734.2	0.	0.	N	N	0.	70.
180.	FORD	PICK-UP	6		2.	14.46	72.1	12.	35.	N	N	N	76.	122.44	0.3	0.3	0.	16.867	0.	N	Y	N	Y	Y	Y	-	6.957	3734.5	0.	0.	N	N	0.	70.
180.	FORD	PICK-UP	6		2.	15.43	72.3	13.	40.	Y	N	N	76.	106.54	0.97	1.27	16.384	18.333	0.894	N	Y	N	Y	Y	Y	-	5.588	3735.4	18.33	13.	N	N	15.	70.
180.	FORD	PICK-UP	6		2.	16.46	72.7	11.	46.	Y	N	Y	76.	92.035	1.03	2.3	14.086	17.6	0.8	N	Y	N	Y	Y	Y	-	5.705	3736.5	14.09	10.	N	N	10.	75.
181.	CHEVROLET	IMPALA	4		3.	48.25	73.2	11.	71.	N	N	N	75.4	57.48	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.363	3828.3	0.	0.	N	N	0.	75.
181.	CHEVROLET	IMPALA	4		3.	48.52	71.	11.	75.	N	N	N	75.4	54.164	0.27	0.27	12.281	16.133	0.761	N	N	N	Y	Y	Y	-	3.357	3828.5	12.28	8.	N	N	10.	70.
181.	CHEVROLET	IMPALA	4		3.	49.26	71.9	11.	93.	N	Y	N	75.4	42.772	0.74	1.01	15.395	16.133	0.954	N	N	N	N	N	N	N	2.631	3829.3	16.13	11.	N	N	10.	70.
182.	SUBARU	GLS	1		4.	20.32	72.1	16.	31.	N	N	N	63.8	115.8	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.935	3860.3	0.	0.	N	N	0.	70.
182.	SUBARU	GLS	1		4.	20.62	71.	16.	34.	N	N	N	63.8	105.17	0.3	0.3	35.44	23.467	1.51	N	N	N	Y	Y	Y	-	4.482	3860.6	23.47	16.	N	N	15.	70.
182.	SUBARU	GLS	1		4.	21.59	70.8	16.	41.	Y	N	N	63.8	86.41	0.97	1.27	19.337	23.467	0.824	N	N	N	Y	Y	Y	-	3.682	3861.6	19.34	13.	N	N	15.	70.
183.	NISSAN	MAXIMA	2		4.	41.68	76.6	15.	34.	N	N	N	65.2	107.58	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.87	3881.7	0.	0.	N	N	0.	75.
183.	NISSAN	MAXIMA	2		4.	41.95	77.8	15.	35.	N	N	N	65.2	104.37	0.27	0.27	11.878	22.	0.54	N	N	N	Y	Y	Y	-	4.744	3882.	11.88	8.	N	N	10.	80.
183.	NISSAN	MAXIMA	2		4.	42.91	76.8	16.	44.	Y	N	N	65.2	82.061	0.95	1.23	23.229	22.733	1.022	N	N	N	Y	Y	Y	-	3.497	3882.9	22.73	16.	N	N	15.	75.
183.	NISSAN	MAXIMA	2		4.	43.81	77.8	16.	57.	Y	Y	N	65.2	62.275	0.9	2.13	21.784	23.467	0.937	N	N	N	Y	N	N	-	2.654	3883.8	23.47	16.	N	N	15.	8 .
184.	TOYOTA	COROLLA	2		5.	5.5	74.3	9.	38.	N	N	N	64.4	94.527	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.161	3905.5	0.	0.	N	N	0.	75.
184.	TOYOTA	COROLLA	2		5.	5.8	76.4	9.	41.	N	N	N	64.4	87.267	0.3	0.3	24.2	13.2	1.833	N	N	N	Y	Y	Y	-	6.611	3905.8	13.2	9.	N	N	10.	75.
184.	TOYOTA	COROLLA	2		5.	6.8	74.1	9.	48.	Y	N	N	64.4	73.855	1.	1.3	13.411	13.2	1.016	N	N	N	Y	Y	Y	-	5.595	3905.8	13.2	9.	N	N	15.	75.
185.	HUNDAI	EXCELL	1		5.	21.72	76.4	6.	50.	N	N	N	66.1	72.704	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	8.252	3921.7	0.	0.	N	N	0.	75.
185.	HUNDAI	EXCELL	1		5.	21.99	73.2	6.	51.	N	N	N	66.1	71.137	0.27	0.27	5.019	8.8	0.538	N	Y	Y	Y	N	N	-	8.059	3922.	0.	0.	N	N	0.	75.
185.	HUNDAI	EXCELL	1		5.	22.05	74.3	6.	51.	N	N	N	66.1	71.187	0.06	0.33	0.	8.8	0.	N	Y	N	Y	Y	Y	-	8.067	3922.1	0.	0.	N	N	0.	75.
185.	HUNDAI	EXCELL	1		5.	22.95	74.3	6.	57.	Y	N	N	66.1	53.199	0.9	1.23	8.876	8.8	1.009	N	Y	N	Y	Y	Y	-	7.182	3923.	8.8	6.	N	N	5.	75.
185.	HUNDAI	EXCELL	1		5.	24.72	76.4	6.	76.	Y	N	Y	66.1	46.222	1.77	3.	9.59	8.8	1.09	N	Y	N	Y	Y	Y	-	5.252	3924.7	8.8	6.	N	N	5.	75.
186.	NISSAN	200SX	2		5.	39.77	73.2	13.	28.	N	N	N	56.1	133.52	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.003	3939.8	0.	0.	N	N	0.	75.
186.	NISSAN	200SX	2		5.	40.1	74.1	13.	30.	N	N	N	66.1	124.3	0.33	0.33	27.921	19.067	1.464	N	N	N	Y	Y	Y	-	6.517	3940.1	19.07	13.	N	N	15.	75.
186.	NISSAN	200SX	2		5.	41.07	75.4	10.	34.	Y	N	N	66.1	109.13	0.97	1.3	15.546	16.257	0.929	N	N	N	Y	Y	Y	-	7.44	3941.1	16.87	12.	N	N	15.	75.
186.	NISSAN	200SX	2		5.	42.67	74.3	10.	43.	Y	N	Y	66.1	95.364	1.5	2.9	14.391	14.067	1.015	N	N	N	Y	Y	Y	-	5.616	3942.7	14.57	10.	N	N	15.	75.
187.	PONTIAC	BONNEVILLE	4		6.	39.86	74.1	12.	40.	N	N	N	71.5	106.[illegible]	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.599	3999.9	0.	0.	N	N	0.	75.
187.	PONTIAC	BONNEVILLE	4		6.	40.16	74.1	12.	41.	N	Y	N	71.6	97.538	0.3	0.3	8.52	17.6	0.484	N	N	N	Y	Y	Y	-	5.542	4000.2	8.52	6.	N	N	5.	75.
187.	PONTIAC	BONNEVILLE	4		6.	41.13	74.1	11.	49.	Y	N	N	71.6	82.623	0.97	1.27	15.371	16.367	0.911	N	N	N	Y	Y	Y	-	5.122	4001.1	16.37	12.	N	N	15.	75.
187.	PONTIAC	BONNEVILLE	4		6.	42.55	74.3	11.	57.	Y	N	Y	71.6	67.372	1.43	2.7	17.219	16.133	1.073	N	N	N	Y	Y	Y	-	5.587	4002.6	16.13	11.	N	N	15.	75.

CASE	MAKE	MODEL	SIZE	[illegible]	MIN	SECON	ASPEED	CSPEED	TRWIDTH	BEEP	BRAKE	EVAS	TAWIDTH	TFDIST	SSLAST	ELAPSED	OPT_RATE	RAD_RATE	RATE_SAT	ERP	WARN	NEW	L1	L2	L3	ADEQ	TSDIST	ACTSEC	CLOSE	CL MPH	B_AN	_B WAN	CLS 5	ACT 5
188.	FORD	TEMPO	2		7.	8.32	71.	11.	64.	N	N	N	68.3	57.786	0.	0.	0.	0.	0.	N	N	.	Y	N	N	-	3.582	4028.3	0.	0.	N	N	0.	70.
188.	FORD	TEMPO	2		7.	8.59	72.9	11.	71.	N	N	N	68.3	51.626	0.27	0.27	22.815	16.133	1.414	N	N	N	Y	Y	Y	-	3.2	4028.6	16.13	11.	N	N	10.	75.
188.	FORD	TEMPO	2		7.	9.	71.	11.	75.	N	N	N	68.3	48.622	[illegible]	0.69	7.327	16.133	0.454	N	N	N	Y	Y	Y	N	3.014	4029.	0.	0.	N	N	0.	70.
189.	TOYOTA	CELICA	2		9.	13.33	74.1	0.	50.	N	N	N	63.5	72.002	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	0.	4155.3	0.	0.	N	N	0.	75.
189.	TOYOTA	CELICA	2		9.	19.92	75.2	6.	58.	N	N	N	65.5	61.423	4.59	4.59	2.305	0.	0.	N	N	N	Y	Y	N	-	0.	4159.9	0.	0.	N	N	0.	75.
189.	TOYOTA	CELICA	2		9.	20.52	75.2	0.	61.	N	N	N	65.5	58.171	0.6	5.19	5.42	0.	0.	N	N	N	Y	Y	Y	-	0.	4160.5	0.	0.	N	N	0.	75.
189.	TOYOTA	CELICA	2		9.	20.89	73.2	0.	63.	Y	N	N	65.5	56.175	0.37	5.56	5.395	0.	0.	N	N	N	Y	Y	N	-	0.	4160.9	0.	0.	N	N	0.	75.
189.	TOYOTA	CELICA	2		9.	23.73	74.7	0.	81.	Y	N	Y	65.5	42.669	2.84	8.4	4.763	0.	0.	N	N	N	Y	Y	Y	-	0.	4163.7	0.	0.	N	N	0.	75.
190.	FORD	ESCORT	1		9.	43.95	67.1	13.	35.	N	N	N	65.9	105.58	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.535	4184.	0.	0.	N	N	0.	65.
190.	FORD	ESCORT	1		9.	44.28	67.1	12.	38.	N	N	N	65.9	96.838	0.33	0.33	26.373	18.333	1.439	N	N	N	Y	Y	Y	-	5.302	4184.3	18.33	13.	N	N	15.	65.
190.	FORD	ESCORT	1		9.	45.25	66.2	11.	44.	Y	N	N	65.9	79.18	0.97	1.3	10.204	16.867	1.079	N	N	N	Y	Y	Y	-	4.908	4185.3	16.87	12.	N	N	10.	65.
190.	FORD	ESCORT	1		9.	46.51	64.8	11.	55.	Y	Y	N	65.9	61.827	1.26	2.56	13.772	16.133	0.854	N	N	N	Y	Y	Y	Y	3.832	4186.5	16.13	11.	N	N	10.	65.
191.	OLDSMOBIL	CUTLASS	3		31.	3.16	66.9	9.	70.	N	Y	N	71.6	55.19	0.	0.	0.	0.	0.	N	N	Y	N	N	N	N	4.181	5463.2	0.	0.	N	N	0.	65.
192.		TRUCK	9		31.	27.45	74.1	16.	25.	N	N	N	96.	220.13	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	9.38	5487.5	0.	0.	N	N	0.	75.
192.		TRUCK	9		31.	28.95	74.5	16.	28.	N	N	N	96.	196.04	1.5	1.5	16.058	23.467	0.634	N	Y	N	Y	Y	Y	-	8.354	5489.	16.06	11.	N	N	10.	75.
192.		TRUCK	9		31.	29.92	74.7	32.	30.	Y	N	N	96.	182.66	0.97	2.47	13.797	35.2	0.392	N	Y	N	Y	Y	Y	-	3.892	5489.9	13.8	9.	Y	Y	10.	75.
192.		TRUCK	9		31.	31.29	74.7	16.	36.	Y	N	Y	96.	151.43	1.37	3.84	22.792	35.2	0.647	N	Y	N	Y	Y	Y	-	6.453	5491.3	22.79	16.	N	N	15.	75.
193.	SUBARU	GL	1		31.	42.9	72.5	0.	46.	N	N	N	63.4	75.998	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	0.	5502.9	0.	0.	N	N	0.	75.
193.	SUBARU	GL	1		31.	44.84	72.5	0.	50.	N	N	N	63.4	69.543	1.94	1.94	3.327	0.	0.	N	N	N	Y	Y	N	-	0.	5504.0	0.	0.	N	N	0.	75.
193.	SUBARU	GL	1		31.	45.14	72.3	0.	51.	N	N	N	63.4	68.087	0.3	2.24	4.853	0.	0.	N	N	N	Y	Y	Y	-	0.	5503.1	0.	0.	N	N	0.	70.
193.	SUBARU	GL	1		31.	45.8	72.5	0.	54.	Y	N	N	63.4	64.048	0.66	2.9	6.126	0.	0.	N	N	N	Y	Y	Y	-	0.	5505.8	0.	0.	N	N	0.	75.
193.	SUBARU	GL	1		31.	47.27	72.5	9.	60.	Y	N	Y	63.4	57.17	1.47	4.37	4.676	6.6	0.709	N	N	N	N	N	N	-	8.331	5507.3	0.	0.	N	N	0.	75.
194.	BUICK	CENTURY	3		32.	44.73	75.	16.	28.	N	N	N	67.7	136.86	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.032	5564.7	0.	0.	N	N	0.	75.
194.	BUICK	CENTURY	3		32.	45.06	75.	16.	30.	N	N	N	67.7	127.43	0.33	0.33	28.597	23.467	1.219	N	N	N	Y	Y	Y	-	5.43	5565.1	23.47	16.	N	N	15.	75.
194.	BUICK	CENTURY	3		32.	48.	73.2	15.	61.	N	N	Y	67.7	60.283	2.94	3.27	22.838	22.733	1.005	N	N	N	N	N	N	N	2.74	5568.	22.73	16.	N	N	15.	75.
195.	CHEVROLET	WAGON	4		34.	20.12	72.1	0.	62.	N	N	N	79.3	70.189	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	0.	5660.1	0.	0.	N	N	0.	70.
195.	CHEVROLET	WAGON	4		34.	20.52	72.7	9.	65.	N	N	N	79.3	66.732	0.4	0.4	8.642	0.	0.	N	N	N	Y	Y	N	-	0.	5660.5	0.	0.	N	N	0.	75.
195.	CHEVROLET	WAGON	4		34.	20.79	73.2	0.	65.	N	N	N	79.3	66.732	0.27	0.67	0.	0.	0.	N	N	N	Y	Y	Y	-	0.	5660.8	0.	0.	N	N	0.	75.
195.	CHEVROLET	WAGON	4		34.	21.45	76.4	0.	68.	Y	N	N	79.3	63.581	0.66	1.33	4.774	0.	0.	N	N	N	Y	Y	Y	-	0.	5661.5	0.	0.	N	N	0.	75.
195.	CHEVROLET	WAGON	4		34.	23.03	72.5	0.	90.	Y	N	Y	79.3	53.34	1.58	2.91	6.482	0.	0.	N	N	N	N	N	N	-	0.	5663.	0.	0.	N	N	0.	75.
196.	MAZDA	GLC	1		35.	40.47	75.2	22.	31.	N	Y	N	64.2	116.55	0.	0.	0.	0.	0.	N	N	Y	N	N	N	-	3.612	5740.5	0.	0.	N	N	0.	75.
196.	MAZDA	GLC	1		35.	40.74	75.2	22.	34.	N	N	N	64.2	105.86	0.27	0.27	39.622	32.267	1.228	N	N	N	Y	N	N	-	3.281	5740.7	32.27	22.	N	N	20.	75.
196.	MAZDA	GLC	1		35.	41.94	73.2	22.	51.	Y	Y	N	64.2	69.005	1.2	1.47	30.709	32.267	0.952	N	N	N	Y	Y	Y	-	2.139	5741.9	32.27	22.	N	N	20.	75.
197.	CHEVROLET	CELEBRITY	3		36.	8.76	76.4	11.	32.	N	N	N	69.3	122.1	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.568	5768.8	0.	0.	N	N	0.	75.
197.	CHEVROLET	CELEBRITY	3		36.	9.1	76.4	11.	34.	N	N	N	69.3	114.69	0.34	0.34	21.935	16.133	1.35	N	N	N	Y	Y	Y	-	7.106	5769.1	16.13	11.	N	N	10.	75.
197.	CHEVROLET	CELEBRITY	3		36.	10.06	76.6	11.	38.	Y	N	N	69.3	102.08	0.96	1.3	13.085	16.133	0.811	N	N	N	Y	Y	Y	-	6.327	5770.1	13.09	9.	Y	N	10.	75.
197.	CHEVROLET	CELEBRITY	3		36.	11.37	76.6	12.	51.	Y	N	Y	69.3	74.86	1.31	2.61	20.776	16.867	1.232	N	N	N	Y	Y	Y	-	4.253	5771.4	16.37	12.	N	N	10.	75.
198.	PONTIAC	BONNEVILLE	6		36.	33.99	72.7	20.	45.	N	Y	N	71.6	88.46	0.	0.	0.	0.	0.	N	N	Y	N	N	N	N	3.016	5794.	0.	0.	N	N	0.	75.
199.	DODGE	OMNI	1		37.	6.49	74.7	14.	47.	N	N	N	65.8	77.271	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.763	5926.5	0.	0.	N	N	0.	75.
199.	DODGE	OMNI	1		37.	6.79	75.8	14.	51.	N	N	N	65.8	70.842	0.26	0.26	24.727	20.533	1.294	N	N	N	Y	Y	Y	-	3.35	5326.8	20.53	14.	N	N	15.	75.
199.	DODGE	OMNI	1		37.	7.72	74.7	13.	68.	Y	N	Y	65.8	51.958	0.97	1.23	19.468	19.9	0.493	N	N	N	Y	Y	Y	-	2.725	5927.7	19.9	14.	N	N	15.	75.
200.	SUBARU	GL	1		39.	6.85	58.1	11.	35.	N	N	N	53.8	102.03	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.324	5946.9	0.	0.	N	N	0.	70.
200.	SUBARU	GL	1		39.	7.18	71.9	11.	35.	N	N	N	63.8	102.03	0.33	0.33	0.	16.133	0.	N	N	N	Y	Y	Y	-	6.324	5947.2	0.	0.	N	N	0.	70.
200.	SUBARU	GL	1		39.	3.15	57.1	11.	40.	Y	N	N	63.8	88.687	0.97	1.3	13.754	16.133	0.952	N	N	N	Y	Y	Y	-	5.497	5949.2	16.13	11.	N	N	10.	55.
200.	SUBARU	GL	1		39.	8.98	56.8	11.	45.	Y	N	Y	63.8	76.312	0.63	2.13	12.5	16.133	0.775	N	N	N	N	N	N	-	4.854	5949.	12.5	9.	N	N	10.	65.
201.	OLDSMOBIL	CUTLASS	3		39.	21.89	70.0	15.	75.	N	N	Y	71.5	52.729	0.	0.	0.	0.	0.	N	N	Y	N	N	N	N	2.397	5961.9	0.	0.	N	N	0.	70.
202.	OLDSMOBIL	WAGON	3		40.	0.4	70.3	7.	30.	N	N	N	79.8	151.04	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	14.712	6000.4	0.	0.	N	N	0.	70.
202.	OLDSMOBIL	WAGON	3		40.	0.83	71.4	7.	30.	N	N	Y	79.8	151.04	0.43	0.43	0.	10.267	0.	N	N	N	Y	Y	N	-	14.712	6000.8	0.	0.	N	N	0.	70.
202.	OLDSMOBIL	WAGON	3		40.	1.03	70.8	7.	31.	N	N	N	79.8	146.02	0.2	0.63	25.12	10.267	2.447	N	N	N	Y	Y	Y	-	14.222	6001.	16.27	7.	N	N	5.	70.
202.	OLDSMOBIL	WAGON	3		40.	1.9	68.8	7.	32.	.	N	N	79.8	141.31	0.77	1.4	6.116	10.267	0.596	N	N	N	Y	Y	Y	-	13.754	6001.8	0.	0.	N	N	0.	70.
202.	OLDSMOBIL	WAGON	3		40.	8.47	70.8	7.	70.	Y	N	.	77.8	62.049	6.57	8.07	11.893	10.267	1.157	N	N	N	Y	Y	Y	-	6.144	6008.5	16.27	7.	N	N	5.	70.
203.	MERCURY	ZEPHYR	3		40.	41.5	71.1	12.	71.	N	N	.	71.6	54.337	0.	0.	0.	0.	0.	N	N	Y	N	N	N	N	3.039	6011.5	0.	0.	N	N	0.	75.
204.		TRUCK	9		40.	51.08	71.	10.	45.	.	.	.	96.	120.21	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	3.176	6051.1	0.	0.	N	N	0.	[illegible]
204.		TRUCK	9		41.	54.99	72.5	0.	52.	.	N	Y	96	103.37	1.91	3.91	4.3	7.733	0.556	N	Y	N	Y	Y	N	-	0.	6055	0.	0.	N	N	0.	75.
204.		TRUCK	9		41.	55.3	74.5	6.	53.	.	N	.	76.	101.77	[illegible]	3.97	31.	[illegible]	[illegible]	.	Y	Y	Y	[illegible]	Y	-	11.917	6055.1	4.4	3	N	[illegible]	[illegible]	[illegible]

CASE	MAKE	MODEL	SIZE	NO	MIN	SECON	ASPEED	CSPEED	TRWIDTH	BEEP	BRAKE	EVAS	TAWIDTH	TFDIST	SSLAST	ELAPSED	OPT_RATE	RAD_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ADEQ	TSDIST	ACTSEC	CLOSE	CL MPH	6 WRN	WB WRN	CLS	ACT S
204.		TRUCK	9		40.	55.79	73.4	6.	56.	Y	N	N	96.	95.671	0.74	4.71	7.677	8.8	0.872	N	Y	N	Y	Y	Y	-	10.872	2455.8	8.8	6.	Y	N	5.	75.
204.		TRUCK	9		40.	56.89	77.8	7.	63.	Y	N	Y	96.	84.519	1.1	5.81	10.138	9.533	1.063	N	Y	N	Y	Y	Y	-	8.232	2456.9	9.533	7.	N	N	5.	50.
205.	FORD	TAURUS	2		41.	9.53	80.1	14.	58.	N	N	Y	70.7	66.672	0.	0.	0.	0.	0.	N	N	Y	N	N	N	N	3.247	2469.5	0.	0.	N	N	0.	80.
206.	MAZDA	PICK UP	5		42.	17.03	72.9	17.	18.	N	N	N	63.	200.22	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	8.03	2537.	0.	0.	N	N	0.	75.
206.	MAZDA	PICK UP	5		42.	17.97	74.7	17.	19.	N	N	N	63.	189.44	0.94	0.94	11.473	24.933	0.46	N	N	N	Y	Y	Y	-	7.398	2538.	11.47	8.	N	N	10.	75.
206.	MAZDA	PICK UP	5		42.	18.94	74.7	17.	21.	Y	N	N	63.	170.95	0.97	1.91	19.061	24.933	0.764	N	N	N	Y	Y	Y	-	6.856	2538.9	19.06	13.	Y	N	15.	75.
206.	MAZDA	PICK UP	5		42.	20.57	74.7	17.	26.	Y	N	Y	63.	137.17	1.63	3.54	20.722	24.933	0.831	N	N	N	Y	Y	Y	-	5.501	2540.6	20.72	14.	N	N	15.	75.
207.	OLDSMOBIL	CUTLASS	3		43.	7.42	72.9	13.	40.	N	N	N	71.6	100.1	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.25	2587.4	0.	0.	N	N	0.	75.
207.	OLDSMOBIL	CUTLASS	3		43.	7.75	72.9	13.	40.	N	N	N	71.6	100.1	0.33	0.33	0.	19.067	0.	N	N	Y	Y	N	N	-	5.25	2587.8	0.	0.	N	N	0.	75.
207.	OLDSMOBIL	CUTLASS	3		43.	8.72	74.5	14.	46.	Y	N	N	71.6	86.435	0.97	1.3	14.092	19.8	0.712	N	N	N	Y	Y	Y	-	4.209	2588.7	14.09	10.	N	N	10.	75.
207.	OLDSMOBIL	CUTLASS	3		43.	9.79	72.5	13.	60.	Y	N	Y	71.6	65.171	1.07	2.37	19.873	19.8	1.004	N	N	N	Y	Y	Y	-	3.418	2589.8	19.8	14.	N	N	15.	75.
208.	SUBARU	GL	1		43.	38.84	72.3	15.	46.	N	Y	N	63.8	76.507	0.	0.	0.	0.	0.	N	N	Y	N	N	N	-	3.478	2618.8	0.	0.	N	N	0.	70.
208.	SUBARU	GL	1		44.	0.5	67.9	10.	69.	Y	Y	N	63.8	49.44	1.66	1.66	16.305	18.333	0.889	N	N	N	Y	Y	Y	-	3.371	2640.5	18.33	13.	N	N	15.	70.
209.	CADILLAC		4		45.	30.93	74.5	16.	76.	N	N	Y	75.4	35.39	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	N	2.275	2730.9	0.	0.	N	N	0.	75.
210.	AUDI	5000S	2		45.	37.26	75.2	16.	26.	N	N	N	71.4	156.08	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.651	2737.3	0.	0.	N	N	0.	75.
210.	AUDI	5000S	2		45.	37.44	75.2	16.	27.	N	N	N	71.4	150.13	0.38	0.38	15.671	23.467	0.668	N	N	N	Y	Y	Y	-	6.398	2737.4	15.67	11.	N	N	10.	75.
210.	AUDI	5000S	2		45.	38.6	74.3	16.	31.	Y	N	N	71.4	130.15	0.96	1.34	20.809	23.467	0.887	N	N	N	Y	Y	Y	-	5.546	2738.6	23.47	16.	N	N	15.	75.
210.	AUDI	5000S	2		45.	40.07	75.4	17.	43.	Y	N	Y	71.4	92.52	1.47	2.81	25.6	24.2	1.058	N	N	N	Y	Y	Y	-	3.711	2740.1	24.2	17.	N	N	15.	75.
211.		TRUCK	9		46.	29.09	65.2	11.	28.	N	N	N	96.	196.04	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	12.151	2789.1	0.	0.	N	N	0.	65.
211.		TRUCK	9		46.	30.85	66.6	12.	30.	N	N	N	96.	182.66	0.96	0.96	13.941	16.867	0.827	N	Y	N	Y	Y	Y	-	10.378	2790.9	13.94	10.	N	N	10.	55.
211.		TRUCK	9		46.	31.82	67.1	12.	32.	Y	N	N	96.	170.95	0.97	1.93	12.071	17.6	0.686	N	Y	N	Y	Y	Y	-	9.713	2791.8	12.07	8.	Y	Y	10.	55.
211.		TRUCK	9		46.	35.45	72.5	16.	56.	Y	N	Y	96.	95.671	3.63	5.56	20.737	20.533	1.01	N	Y	N	Y	Y	Y	-	4.077	2795.5	20.53	14.	N	N	15.	75.
212.	FORD	ESCORT	1		47.	1.25	75.	11.	17.	N	N	N	65.9	222.26	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	13.776	2821.3	0.	0.	N	N	0.	75.
212.	FORD	ESCORT	1		47.	1.92	75.	-11.	18.	N	N	N	65.9	209.65	0.67	0.67	18.019	16.133	1.166	N	N	N	Y	Y	Y	-	12.995	2821.9	16.13	11.	N	N	10.	75.
212.	FORD	ESCORT	1		47.	2.89	75.	11.	21.	Y	N	N	65.9	179.03	0.97	1.64	31.568	16.133	1.957	N	N	N	Y	Y	Y	-	11.097	2822.9	16.13	11.	Y	N	10.	75.
212.	FORD	ESCORT	1		47.	6.32	74.5	11.	30.	Y	N	Y	65.9	123.91	3.43	5.07	16.069	16.133	0.996	N	N	N	N	N	N	-	7.681	2826.3	16.13	11.	N	N	10.	75.
213.	FORD	PICK UP	6		49.	4.77	63.5	0.	26.	N	N	N	76.	166.44	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	0.	2944.8	0.	0.	N	N	0.	65.
213.	FORD	PICK UP	6		49.	14.45	71.	0.	36.	N	N	N	76.	118.9	9.68	9.68	4.911	0.	0.	N	Y	N	Y	Y	N	-	0.	2954.5	0.	0.	N	N	0.	70.
213.	FORD	PICK UP	6		49.	14.52	71.	7.	37.	N	N	N	76.	115.56	0.07	9.75	47.714	5.133	9.295	N	Y	N	Y	Y	Y	-	11.256	2954.5	5.133	4.	N	N	0.	70.
213.	FORD	PICK UP	6		49.	15.42	72.1	8.	40.	Y	N	N	76.	106.54	0.9	10.65	10.022	11.	0.911	N	Y	N	Y	Y	Y	-	9.08	2955.4	11.	8.	Y	N	10.	70.
213.	FORD	PICK UP	6		49.	17.62	74.3	9.	51.	Y	N	Y	76.	82.552	2.2	12.85	10.965	12.467	0.875	N	Y	N	Y	Y	Y	-	6.254	2957.6	12.47	9.	N	N	10.	75.
214.	PLYMOUTH	VOYAGER	7		50.	28.62	71.	12.	34.	N	N	N	69.6	115.15	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.543	3028.6	0.	0.	N	N	0.	70.
214.	PLYMOUTH	VOYAGER	7		50.	28.95	71.	12.	36.	N	N	N	69.6	108.5	0.33	0.33	20.176	17.6	1.146	N	N	N	Y	Y	Y	-	6.165	3029.	17.6	12.	N	N	10.	70.
214.	PLYMOUTH	VOYAGER	7		50.	29.93	71.	12.	41.	Y	N	N	69.6	94.692	0.98	1.31	14.086	17.6	0.8	N	N	N	Y	Y	Y	-	5.38	3029.9	14.09	10.	N	N	10.	70.
214.	PLYMOUTH	VOYAGER	7		50.	31.03	73.2	12.	50.	Y	N	Y	69.6	76.802	1.1	2.41	16.264	17.6	0.924	N	N	N	Y	N	N	-	4.364	3031.	17.6	12.	N	N	10.	75.
215.	CHEVROLET	VAN	8		50.	43.54	70.2	15.	17.	N	N	N	79.5	269.1	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	12.232	3043.5	0.	0.	N	N	0.	70.
215.	CHEVROLET	VAN	8		50.	44.6	70.	16.	19.	N	N	N	79.5	240.28	1.06	1.06	27.189	22.733	1.196	N	N	N	Y	Y	Y	-	10.239	3044.6	22.73	16.	N	N	15.	70.
215.	CHEVROLET	VAN	8		50.	45.68	70.4	16.	20.	Y	N	N	79.5	228.03	1.08	2.14	11.342	23.467	0.483	N	N	N	Y	Y	Y	-	9.717	3045.7	11.34	8.	Y	Y	10.	70.
215.	CHEVROLET	VAN	8		50.	45.98	71.9	16.	21.	Y	N	Y	79.5	216.95	0.3	2.44	36.94	23.467	1.574	N	N	N	N	N	N	-	9.245	3046.	23.47	16.	N	N	15.	70.
216.		TRUCK	9		50.	47.21	69.8	16.	44.	N	N	N	96.	123.04	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	5.283	3047.2	0.	0.	N	N	0.	70.
216.		TRUCK	9		50.	47.55	70.8	16.	44.	N	N	N	96.	123.04	0.34	0.34	0.	23.467	0.	N	Y	N	Y	Y	Y	-	5.243	3047.6	0.	0.	N	N	0.	70.
216.		TRUCK	9		50.	48.51	70.	16.	52.	Y	N	N	96.	103.39	0.96	1.3	20.471	23.467	0.872	N	Y	N	Y	Y	Y	-	4.406	3048.5	23.47	15.	N	N	15.	70.
216.		TRUCK	9		50.	49.05	70.	16.	60.	Y	N	Y	96.	88.98	0.54	1.84	26.689	23.467	1.137	N	Y	N	Y	Y	Y	-	3.792	3049.1	23.47	16.	N	N	15.	70.
217.	BUICK	ELECTRA	4		51.	13.64	72.5	25.	64.	N	N	Y	72.1	61.262	0.	0.	0.	0.	0.	N	N	Y	N	N	N	N	1.671	3073.6	0.	0.	N	N	0.	75.
218.	PONTIAC	BONNEVILLE	4		51.	59.48	70.2	15.	80.	N	N	Y	71.6	47.705	0.	0.	0.	0.	0.	N	N	Y	N	N	N	N	2.168	3119.5	0.	0.	N	N	0.	70.
219.		TRUCK	9		52.	13.23	71.	13.	32.	N	N	N	96.	170.95	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	8.965	3133.2	0.	0.	N	N	0.	70.
219.		TRUCK	9		52.	13.7	76.4	13.	34.	N	N	N	96.	160.61	0.47	0.47	21.983	19.067	1.153	N	Y	N	Y	Y	Y	-	8.424	3133.7	19.07	13.	N	N	15.	75.
219.		TRUCK	9		52.	14.65	72.1	13.	38.	Y	N	N	96.	143.21	0.95	1.43	18.126	19.067	0.951	N	Y	N	Y	Y	Y	-	7.511	3134.7	19.07	13.	Y	N	15.	70.
219.		TRUCK	9		52.	15.56	72.5	13.	46.	Y	N	Y	96.	117.49	0.9	2.33	28.531	19.067	1.499	N	Y	N	Y	Y	Y	-	6.162	3135.6	19.07	13.	N	N	15.	75.
220.	PONTIAC	SUNBIRD	3		52.	51.97	72.1	12.	55.	N	N	N	68.6	68.329	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.882	3172.	0.	0.	N	N	0.	70.
220.	PONTIAC	SUNBIRD	3		52.	52.3	72.5	12.	58.	N	N	N	68.6	54.552	0.33	0.33	11.445	17.6	0.65	N	N	N	Y	Y	Y	-	3.658	3172.3	11.44	8.	N	N	10.	75.
220.	PONTIAC	SUNBIRD	3		52.	53.37	74.3	13.	81	N	N	Y	68.6	44.889	1.07	1.4	18.377	19.333	[illegible]	N	N	N	N	N	N	N	2.354	3173.4	18.33	13.	N	N	15.	75.
221.	CHRYSLER	NEW YORKER	3		1.	10.23	71.	15.	85.	N	N	Y	68.3	[illegible]	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	N	2.65	[illegible]	0.	[illegible]	N	N	[illegible]	[illegible]
222.	FORD	ESCORT	1		1.	29.45	74.	6.	41.	N	N	N	65.9	69.409	0.	0.	0.	0.	[illegible]	N	N	Y	Y	N	N	-	[illegible]	35.45	[illegible]	0.	N	N	[illegible]	[illegible]
222.	FORD	ESCORT	1		[illegible]	28.79	74.1	[illegible]	14.	N	N	N	65.9	[illegible]	[illegible]	0.34	15.874	8.8	[illegible]	[illegible]	N	N	Y	Y	Y	-	[illegible]	33.79	8.8	[illegible]	N	N	[illegible]	[illegible]

CASE	MAKE	MODEL	SIZE	NO	MIN	SECON	ASPEED	CSPEED	TRWIDTH	BEEP	BRAKE	EVAS	TAWIDTH	TFDIST	SSLAST	ELAPSED	OPT_RATE	RAD_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ADEG	TSDIST	ACTSEC	CLOSE	CL MPH	D WRN	WB WRN	CLS 5	ACT 5
222.	FORD	ESCORT	3		1.	29.72	72.9	5.	47.	Y	N	N	65.9	77.395	0.93	1.27	6.018	8.067	0.746	N	N	N	Y	Y	Y	-	10.554	89.72	0.	0.	N	N	0.	75.
222.	FORD	ESCORT	3		1.	31.35	74.3	6.	38.	Y	N	Y	65.9	61.827	1.83	3.1	8.507	8.067	1.055	N	.	N	Y	Y	Y	-	7.026	91.55	8.067	5.	N	N	5.	75.
223.	CHEVROLET	IMPALA	6		1.	50.74	74.7	12.	88.	N	N	N	75.4	45.469	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	2.583	110.74	0.	0.	N	N	0.	75.
223.	CHEVROLET	IMPALA	6		1.	51.	74.7	12.	94.	N	N	N	75.4	42.267	0.26	0.26	12.315	17.6	0.7	N	N	N	Y	Y	Y	-	2.402	111.	12.32	8.	N	N	10.	75.
223.	CHEVROLET	IMPALA	6		1.	51.84	72.9	11.	82	N	N	Y	75.4	35.436	0.40	0.7	15.325	16.867	0.92	N	N	N	Y	Y	Y	-	2.196	111.84	16.87	12.	N	N	10.	75.
224.	FORD	PICK UP	6		2.	8.79	73.4	17.	26.	N	N	N	76.	166.40	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	6.675	128.75	0.	0.	N	N	0.	75.
224.	FORD	PICK UP	6		2.	9.19	73.2	17.	26.	N	N	N	76.	166.40	0.44	0.44	0.	24.933	0.	N	Y	N	Y	Y	Y	-	6.675	129.19	0.	0.	N	N	0.	75.
224.	FORD	PICK UP	6		2.	10.16	73.2	17.	32.	Y	N	N	76.	136.35	0.97	1.41	33.08	24.933	1.327	N	Y	N	Y	Y	Y	-	5.389	130.16	24.93	17.	N	N	15.	75.
224.	FORD	PICK UP	6		2.	11.5	73.2	17.	82	Y	N	Y	76.	5.869	1.34	2.75	95.899	24.933	3.846	N	Y	N	N	N	N	Y	0.235	131.5	24.93	17.	N	N	15.	75.
225.	CHEVROLET	CELEBRITY	3		2.	18.69	73.2	14.	36.	N	N	N	69.3	108.01	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.26	138.69	0.	0.	N	N	0.	75.
225.	CHEVROLET	CELEBRITY	3		2.	18.98	75.	14.	38.	N	N	N	69.3	102.08	0.3	0.3	19.773	20.533	0.963	N	N	N	Y	Y	Y	-	8.971	138.98	20.53	14.	N	N	15.	75.
225.	CHEVROLET	CELEBRITY	3		2.	19.9	75.2	14.	46.	Y	N	N	69.3	83.507	0.96	1.26	19.343	20.533	0.942	N	N	N	Y	Y	Y	-	6.067	139.9	20.53	14.	N	N	15.	75.
225.	CHEVROLET	CELEBRITY	3		2.	20.54	74.9	14.	55.	Y	N	N	69.3	69.074	0.64	1.9	22.552	20.533	1.098	N	N	N	Y	Y	Y	-	3.364	140.54	20.53	14.	N	N	15.	75.
225.	CHEVROLET	CELEBRITY	3		2.	20.54	74.9	14.	55.	Y	N	Y	69.3	69.074	0.	1.9	0.	20.533	0.	N	Y	N	Y	Y	Y	-	3.364	140.54	0.	0.	N	N	0.	75.
226.	OLDSMOBIL	WAGON	6		2.	47.16	73.2	16.	28.	N	N	N	79.8	162.16	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.91	167.16	0.	0.	N	N	0.	75.
226.	OLDSMOBIL	WAGON	6		2.	47.6	74.5	15.	30.	N	N	N	79.8	131.04	0.44	0.44	25.202	22.733	1.112	N	N	N	Y	Y	Y	-	6.865	167.6	22.73	16.	N	N	15.	75.
226.	OLDSMOBIL	WAGON	6		2.	48.56	75.2	15.	36.	Y	N	N	79.8	132.72	0.96	1.4	19.085	22.	0.868	N	N	N	Y	Y	Y	-	6.033	168.56	22.	15.	N	N	15.	75.
226.	OLDSMOBIL	WAGON	6		2.	49.4	75.2	15.	38.	Y	N	Y	79.8	118.25	0.84	2.24	17.219	22.	0.783	N	N	N	N	N	N	-	5.375	169.4	17.22	12.	N	N	10.	75.
227.	BUICK	LASABRE	6		3.	8.69	74.3	16.	79.	N	N	Y	72.1	48.738	0.	0.	0.	0.	0.	N	N	Y	N	N	N	N	2.374	188.69	0.	0.	N	N	0.	75.
228.		TRUCK	9		3.	44.65	73.2	12.	28.	N	N	N	96.	196.08	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	11.138	224.65	0.	0.	N	N	0.	75.
228.		TRUCK	9		3.	45.25	75.	12.	30.	N	N	N	96.	182.66	0.6	0.6	22.305	17.6	1.267	N	Y	N	Y	Y	Y	-	10.378	225.25	17.6	12.	N	N	10.	75.
228.		TRUCK	9		3.	46.15	74.7	13.	34.	Y	N	N	96.	160.61	0.9	1.5	24.49	18.333	1.336	N	Y	N	Y	Y	Y	-	8.424	226.15	18.33	13.	Y	N	15.	75.
228.		TRUCK	9		3.	47.65	73.4	15.	41.	Y	N	Y	96.	132.39	1.7	3.2	16.602	20.333	0.809	N	Y	N	Y	Y	Y	-	6.018	227.65	16.5	11.	N	N	10.	75.
229.	DATSUN	Z	1		4.	6.17	74.8	14.	60.	N	N	N	66.5	92.639	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.512	246.17	0.	0.	N	N	0.	75.
229.	DATSUN	Z	1		4.	6.45	79.8	14.	61.	N	N	N	66.5	90.265	0.28	0.28	8.479	20.333	0.413	N	N	N	Y	Y	Y	-	8.396	246.45	8.479	6.	N	N	5.	80.
229.	DATSUN	Z	1		4.	7.41	74.1	15.	51.	Y	N	N	66.5	71.446	0.96	1.24	19.395	21.267	0.912	N	N	N	Y	Y	Y	-	3.257	247.41	21.27	15.	N	N	15.	75.
229.	DATSUN	Z	1		4.	7.78	74.7	15.	58.	Y	N	Y	66.5	62.432	0.37	1.61	24.903	22.	1.132	N	N	N	Y	Y	Y	-	2.838	247.78	22.	15.	N	N	15.	75.
230.	BUICK		3		4.	26.9	75.6	12.	63.	N	N	Y	70.6	60.915	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	N	3.461	266.9	0.	0.	N	N	0.	75.
231.	DODGE	VAN	8		4.	41.75	75.4	6.	61.	N	N	N	79.8	109.26	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	-	12.416	281.75	0.	0.	N	N	0.	75.
231.	DODGE	VAN	8		4.	43.88	74.1	6.	48.	N	N	N	79.8	92.639	2.13	2.13	7.802	8.8	0.887	N	N	N	Y	Y	N	-	10.527	283.88	8.8	6.	N	N	5.	75.
231.	DODGE	VAN	8		4.	43.98	74.1	6.	48.	N	N	N	79.8	92.639	0.1	2.23	0.	8.8	0.	N	N	N	Y	Y	Y	-	10.527	283.93	0.	0.	N	N	0.	75.
231.	DODGE	VAN	8		4.	44.81	74.5	6.	51.	Y	N	N	79.8	86.914	0.83	3.06	6.898	8.8	0.784	N	N	N	Y	Y	Y	-	9.877	284.81	0.	0.	N	N	0.	75.
231.	DODGE	VAN	8		4.	47.71	78.9	5.	71.	Y	N	Y	79.8	61.109	2.9	5.96	8.898	8.067	1.103	N	N	N	Y	Y	Y	-	8.333	287.71	8.067	6.	N	N	5.	80.
232.	CHRYSLER	NEW YORKER	4		6.	34.65	74.5	17.	36.	N	N	N	68.3	106.38	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.267	394.65	0.	0.	N	N	0.	75.
232.	CHRYSLER	NEW YORKER	4		6.	35.19	74.5	11.	37.	N	N	N	68.3	103.38	0.34	0.34	8.829	20.533	0.43	N	N	N	Y	Y	Y	-	6.408	395.19	8.829	6.	N	N	5.	75.
232.	CHRYSLER	NEW YORKER	6		6.	36.12	75.4	11.	44.	Y	N	N	68.3	86.186	0.93	1.27	18.488	16.133	1.146	N	N	N	Y	Y	Y	-	5.342	396.12	16.13	11.	N	N	10.	75.
232.	CHRYSLER	NEW YORKER	4		6.	37.43	74.1	11.	54.	Y	N	Y	68.3	69.356	1.31	2.58	12.847	16.133	0.796	N	N	N	N	N	N	-	4.299	397.43	12.35	9.	N	N	10.	75.
233.	PLYMOUTH	VOYAGER	7		6.	55.81	76.8	15.	41.	N	N	N	69.6	94.692	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	-	4.301	415.81	0.	0.	N	N	0.	75.
233.	PLYMOUTH	VOYAGER	7		6.	56.28	76.4	13.	45.	N	N	N	69.6	85.858	0.47	0.47	18.796	22.	0.854	N	N	N	Y	Y	Y	-	3.905	416.28	22.	15.	N	N	15.	75.
233.	PLYMOUTH	VOYAGER	7		6.	57.25	75.2	9.	56.	Y	N	N	69.6	68.071	0.97	1.44	18.337	17.6	1.042	N	N	N	Y	Y	Y	-	5.157	417.25	17.6	12.	N	N	10.	75.
233.	PLYMOUTH	VOYAGER	7		6.	57.55	76.3	9.	61.	Y	N	Y	69.6	62.106	0.3	1.74	19.883	13.2	1.506	N	N	N	Y	Y	Y	-	4.705	417.55	13.2	9.	N	N	10.	75.
234.	DODGE	CARAVAN	7		6.	59.71	77.1	9.	31.	N	N	N	69.6	126.75	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	-	9.602	419.71	0.	0.	N	N	0.	75.
234.	DODGE	CARAVAN	7		7.	0.05	77.1	9.	32.	N	N	N	69.6	122.65	0.34	0.34	12.079	13.2	0.915	N	N	N	Y	Y	Y	-	9.291	420.05	13.2	9.	N	N	10.	75.
234.	DODGE	CARAVAN	7		7.	1.01	77.1	9.	36.	Y	N	Y	69.6	108.5	0.96	1.3	14.739	13.2	1.117	N	N	N	Y	Y	Y	-	8.219	421.01	13.2	9.	Y	N	10.	75.
234.	DODGE	CARAVAN	7		7.	4.72	75.	15.	58.	Y	N	Y	69.6	65.361	3.71	5.01	11.573	17.6	0.658	N	N	N	Y	Y	Y	-	2.93	424.72	11.57	6.	N	N	10.	75.
235.		PICK UP	6		12.	22.54	74.7	13.	18.	N	N	N	76.	282.5	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	-	12.719	742.54	0.	0.	N	N	0.	75.
235.		PICK UP	6		12.	24.7	74.7	14.	24.	N	N	N	76.	180.7	2.16	2.16	28.611	19.8	1.445	N	N	N	Y	Y	Y	-	8.801	744.7	19.8	14.	N	N	15.	75.
235.		PICK UP	6		12.	25.67	74.7	15.	25.	Y	N	N	76.	173.29	0.97	3.13	7.645	21.267	0.359	N	N	N	Y	Y	Y	-	7.877	745.67	7.646	5.	Y	Y	5.	75.
235.		PICK UP	6		12.	27.55	74.7	15.	34.	Y	N	Y	75.	126.18	2.18	5.31	21.611	22.	0.982	N	N	N	N	N	N	-	5.735	747.55	22.	15.	N	N	15.	75.
236.	PLYMOUTH	VOYAGER	7		12.	28.85	74.7	16.	56.	N	N	N	69.6	68.071	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	-	2.901	748.85	0.	0.	N	N	0.	75.
236.	PLYMOUTH	VOYAGER	7		12.	29.11	75	16.	36.	N	N	N	69.6	68.071	0.26	0.26	0.	23.467	0.	N	N	N	Y	Y	Y	-	2.901	749.11	0.	0.	N	N	0.	75.
236.	PLYMOUTH	VOYAGER	7		12.	30.08	72.2	8	68.	Y	N	Y	69.6	55.33	0.97	1.23	13.238	17.6	0.752	N	N	N	Y	Y	Y	-	4.707	750.[illegible]	13.24	9.	N	N	10.	75.
236.	PLYMOUTH	VOYAGER	7		12.	30.23	75	7.	82.	N	N	[illegible]	69.6	44.999	0.2	2.03	12.789	12.467	1.025	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	-	[illegible]	[illegible]	12.47	9.	N	[illegible]	[illegible]	75.
237.	DODGE	VAN	8		13.	23.37	72.9	3.	31.	N	N	N	79.3	146.02	0.	0.	0.	0.	0.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	-	12.445	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	75.
237.	DODGE	VAN	3		13.	29.74	[illegible]	13.	31.	N	N	[illegible]	79.3	146.02	0.37	0.37	0.	15.4	0.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	-	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

CASE	MAKE	MODEL	SIZE	HD	MIN	SECON	ASPEED	CSPEED	TRWIDTH	BEEP	BRAKE	EVAS	TAWIDTH	TFDIST	SSLAST	ELAPSED	OPT_RATE	RAD_RATE	RATE_RAT	ESR	WARN	NEW	L1	L2	L3	ADEQ	TSDIST	ACTSEC	CLOSE	CL MPH	5 WRN	NB WRN	CLS 5	ACT 5
237.	DODGE	VAN	8		13.	30.67	70.5	13.	31.	Y	N	N	79.8	146.02	0.93	1.3	0.	19.067	0.	N	N	N	Y	Y	Y	-	7.658	310.67	0.	0.	N	N	0.	70.
237.	DODGE	VAN	8		13.	33.08	72.1	13.	56.	Y	N	Y	79.8	78.734	2.41	3.71	27.918	19.067	1.464	N	N	N	Y	Y	Y	-	4.129	813.68	17.67	13.	N	N	15.	70.
238.	FORD	TEMPO	2		13.	47.52	74.1	12.	34.	N	N	N	68.3	112.92	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.416	627.52	0.	0.	N	N	0.	75.
238.	FORD	TEMPO	2		13.	47.82	74.1	12.	36.	N	N	N	68.3	106.38	0.3	0.3	21.78	17.6	1.237	N	N	N	Y	Y	Y	-	5.044	627.82	17.6	12.	N	N	10.	75.
238.	FORD	TEMPO	2		13.	48.79	74.3	13.	43.	Y	N	N	68.3	88.299	0.97	1.27	18.642	18.333	1.017	N	N	N	Y	Y	Y	-	4.631	628.79	18.33	13.	N	N	15.	75.
238.	FORD	TEMPO	2		13.	49.86	74.3	13.	54.	Y	N	Y	68.3	69.356	1.07	2.34	17.704	19.067	0.929	N	N	N	Y	Y	Y	-	2.638	629.85	19.07	13.	N	N	15.	75.
239.	FORD	ESCORT	1		13.	57.36	76.4	18.	41.	N	N	N	65.9	89.409	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.387	637.36	0.	0.	N	N	0.	75.
239.	FORD	ESCORT	1		13.	57.63	74.3	18.	44.	N	N	N	65.9	82.992	0.27	0.27	23.767	26.4	0.9	N	N	N	Y	Y	Y	-	3.144	937.63	26.4	18.	N	N	20.	75.
239.	FORD	ESCORT	1		13.	58.64	74.3	19.	61.	Y	N	Y	65.9	58.555	1.01	1.28	24.195	27.133	0.892	N	N	N	Y	Y	Y	-	2.108	829.64	27.13	19.	N	N	20.	75.
240.	MAZDA	626	2		14.	6.98	75.2	15.	46.	N	N	N	66.5	79.944	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.634	846.98	0.	0.	N	N	0.	75.
240.	MAZDA	626	2		14.	7.25	75.2	15.	51.	N	Y	N	66.5	71.646	0.27	0.27	30.733	22.	1.397	N	N	N	Y	Y	Y	-	3.257	847.25	22.	15.	N	N	15.	75.
241.	CHEVROLET	CHEVETTE	1		14.	50.09	75.2	17.	46.	N	N	Y	61.8	73.962	0.	0.	0.	0.	0.	N	N	Y	N	N	N	N	2.966	890.09	0.	0.	N	N	0.	75.
242.		TRUCK	9		14.	57.56	70.8	20.	31.	N	N	N	96.	176.61	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	6.021	897.56	0.	0.	N	N	0.	70.
242.		TRUCK	9		14.	58.	70.8	20.	35.	N	N	N	96.	155.89	0.44	0.44	47.093	29.333	1.605	N	Y	N	Y	Y	Y	-	5.314	898.	29.33	20.	N	N	20.	70.
242.		TRUCK	9		14.	58.96	72.7	20.	41.	Y	N	N	96.	132.39	0.96	1.4	24.479	29.333	0.835	N	Y	N	Y	Y	Y	-	4.513	898.96	29.33	20.	N	N	20.	75.
242.		TRUCK	9		14.	59.33	71.	21.	46.	Y	N	Y	96.	117.49	0.57	1.97	26.142	30.067	0.869	N	Y	N	Y	Y	Y	-	3.815	899.33	30.07	21.	N	N	20.	70.
243.	CADILLAC	FLEETWOOD	4		15.	22.29	72.7	23.	40.	N	N	Y	75.3	105.52	0.	0.	0.	0.	0.	N	N	Y	N	N	N	N	3.128	922.29	0.	0.	N	N	0.	75.
244.	CHEVROLET	CAPRICE	4		15.	53.68	75.4	16.	80.	N	N	N	75.4	50.486	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	2.151	953.68	0.	0.	N	N	0.	75.
244.	CHEVROLET	CAPRICE	4		15.	53.88	74.1	24.	85.	N	N	Y	75.4	47.24	0.2	0.2	16.23	29.333	0.553	N	N	N	Y	Y	Y	N	1.342	953.88	16.23	11.	N	N	10.	75.
245.	CHEVROLET	CAPRICE	4		16.	7.46	70.2	23.	55.	N	N	N	75.4	75.568	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	2.24	967.46	0.	0.	N	N	0.	70.
245.	CHEVROLET	CAPRICE	4		16.	7.73	70.2	23.	57.	N	N	N	75.4	72.751	0.27	0.27	10.433	33.733	0.309	N	N	N	Y	Y	Y	-	2.157	967.73	10.43	7.	N	N	5.	70.
245.	CHEVROLET	CAPRICE	4		16.	8.7	70.4	23.	74.	Y	N	Y	75.4	54.96	0.97	1.24	18.341	33.733	0.544	N	N	N	Y	Y	Y	-	1.629	968.7	18.34	13.	N	N	15.	70.
246.	PONTIAC	FIERO	1		16.	31.99	71.	11.	29.	N	N	N	60.9	134.41	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	8.331	991.99	0.	0.	N	N	0.	75.
246.	PONTIAC	FIERO	1		16.	32.35	71.	11.	31.	N	N	N	60.9	125.43	0.36	0.36	24.931	16.133	1.545	N	N	N	Y	Y	Y	-	7.775	992.35	16.13	11.	N	N	10.	70.
246.	PONTIAC	FIERO	1		16.	33.32	71.	11.	33.	Y	N	N	60.9	117.54	0.97	1.33	8.13	16.133	0.504	N	N	N	Y	Y	Y	-	7.286	993.32	8.13	6.	Y	Y	5.	70.
246.	PONTIAC	FIERO	1		16.	35.95	71.	11.	52.	Y	N	Y	60.9	72.88	2.63	3.96	16.983	16.133	1.053	N	N	N	Y	Y	Y	-	4.317	995.95	16.13	11.	N	N	10.	70.
247.	SAAB	900	1		16.	52.2	70.4	18.	24.	N	N	N	66.5	157.53	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.967	1012.2	0.	0.	N	N	0.	70.
247.	SAAB	900	1		16.	52.64	70.4	19.	25.	N	N	N	66.5	151.04	0.44	0.44	14.748	27.133	0.544	N	N	N	Y	Y	Y	-	5.42	1012.6	14.75	10.	N	N	10.	70.
247.	SAAB	900	1		16.	53.58	70.4	18.	31.	Y	N	N	66.5	120.9	0.94	1.38	32.066	27.133	1.182	N	N	N	Y	Y	Y	-	4.579	1013.6	27.13	19.	N	N	20.	70.
247.	SAAB	900	1		16.	54.95	70.4	18.	41.	Y	N	Y	66.5	90.265	1.37	2.75	22.36	26.4	0.847	N	N	N	Y	Y	Y	-	3.419	1015.	26.4	18.	N	N	20.	70.
248.	FORD	ESCORT	1		17.	38.39	75.2	18.	28.	N	N	N	65.9	133.1	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.042	1058.4	0.	0.	N	N	0.	75.
248.	FORD	ESCORT	1		17.	39.32	75.2	18.	31.	N	N	N	65.9	119.77	0.93	0.93	14.339	26.4	0.543	N	N	N	Y	Y	Y	-	4.537	1059.3	14.34	10.	N	N	10.	75.
248.	FORD	ESCORT	1		17.	40.29	75.2	18.	38.	Y	N	N	65.9	96.838	0.97	1.9	23.636	26.4	0.895	N	N	N	Y	Y	Y	-	3.668	1060.3	26.4	18.	N	N	20.	75.
248.	FORD	ESCORT	1		17.	41.32	75.	17.	50.	Y	N	Y	65.9	72.47	1.03	2.93	23.658	25.667	0.922	N	N	N	Y	Y	Y	-	2.907	1061.3	25.67	18.	N	N	20.	75.
249.	PLYMOUTH	RELIANT	2		17.	50.93	75.	16.	40.	N	N	N	68.6	95.713	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.079	1070.9	0.	0.	N	N	0.	75.
249.	PLYMOUTH	RELIANT	2		17.	51.2	75.	16.	41.	N	N	N	68.6	93.264	0.27	0.27	9.07	23.467	0.387	N	N	N	Y	Y	Y	-	3.974	1071.2	9.07	6.	N	N	5.	75.
249.	PLYMOUTH	RELIANT	2		17.	51.54	75.	16.	44.	N	Y	N	68.6	86.585	0.34	0.61	19.644	23.467	0.837	N	N	N	Y	Y	Y	-	3.69	1071.5	23.47	16.	N	N	15.	75.
250.			1		18.	11.02	64.3	0.	51.	N	N	N	66.1	71.187	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	0.	1091.	0.	0.	N	N	0.	65.
250.			1		18.	11.35	64.3	0.	54.	N	N	N	66.1	66.971	0.33	0.33	12.776	0.	0.	N	Y	N	Y	Y	N	-	0.	1091.4	0.	0.	N	N	0.	65.
250.			1		18.	11.42	64.5	0.	52.	N	N	N	66.1	69.727	0.07	0.4	-39.371	0.	0.	N	Y	N	Y	Y	[illegible]	-	0.	1091.4	0.	0.	N	N	0.	55.
250.			1		18.	12.32	65.2	5.	56.	Y	N	N	66.1	62.028	0.9	1.3	8.554	3.667	2.333	N	Y	N	Y	Y	Y	-	8.458	1092.3	3.667	3.	Y	Y	0.	65.
250.			1		16.	13.95	64.6	5.	73.	Y	N	Y	66.1	48.318	1.63	2.93	6.411	7.333	1.147	N	Y	N	Y	Y	Y	-	6.569	1094.	7.333	5.	N	N	5.	65.
251.	OLDSMOBIL		4		19.	30.36	57.5	5.	86.	N	N	N	75.4	46.636	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	6.357	1170.4	0.	0.	N	N	0.	60.
251.	OLDSMOBIL		4		19.	30.83	56.9	5.	91.	N	N	N	75.4	43.815	0.47	0.47	6.002	7.333	0.819	N	Y	N	Y	Y	N	-	5.975	1170.8	0.	0.	N	N	0.	55.
251.	OLDSMOBIL		4		19.	33.94	57.3	0.	82.	N	Y	N	75.4	29.793	3.11	3.58	4.509	3.667	1.23	N	Y	N	Y	Y	N	-	0.	1173.9	3.667	3.	N	N	0.	55.
252.	FORD	PICK UP	6		20.	51.58	64.9	10.	46.	N	N	N	76.	92.035	0.	0.	0.	0.	0.	N	Y	Y	Y	Y	Y	-	6.275	1251.6	0.	0.	N	N	0.	65.
252.	FORD	PICK UP	6		20.	52.18	64.9	10.	51.	Y	N	N	76.	82.552	0.6	0.6	15.605	14.667	[illegible]	N	Y	N	Y	Y	Y	-	5.629	1252.2	14.67	10.	N	N	10.	65.
252.	FORD	PICK UP	6		20.	54.75	63.1	9.	80.	Y	N	Y	76.	50.925	2.57	3.17	12.306	13.933	0.883	N	Y	N	Y	Y	Y	-	3.359	1254.8	13.93	10.	N	N	10.	65.
253.	NISSAN	PICK UP	5		21.	16.54	71.	14.	21.	N	N	N	62.	168.16	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.19	1276.5	0.	0.	N	N	0.	70.
253.	NISSAN	PICK UP	5		21.	17.	71.	14.	22.	N	N	N	62.	160.3	0.46	0.46	17.08	20.533	0.832	N	N	N	Y	Y	Y	-	7.307	1277.	17.05	12.	N	N	10.	70.
253.	NISSAN	PICK UP	5		21.	17.94	72.5	14.	25.	Y	N	N	62.	140.5	0.94	1.4	21.[illegible]53	20.533	1.026	N	N	N	Y	Y	Y	-	6.343	1277.9	20.53	14.	N	N	15.	75.
254.	MERCURY		3		21.	29.45	[illegible]	0.	82.	N	N	N	70.6	45.713	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	0.	1289.5	0.	0.	N	N	0.	55.
254.	MERCURY		3		21.	29.62	[illegible]	0.	87.	N	N	N	70.6	42.816	0.17	0.17	17.041	0.	[illegible]	N	Y	N	Y	Y	N	-	0.	1289.6	[illegible]	0.	N	N	0.	55.
254.	MERCURY		3		21.	29.65	[illegible]	0.	87.	N	N	N	70.6	42.916	[illegible]	[illegible]	[illegible]	0.	[illegible]	N	[illegible]	N	[illegible]	[illegible]	[illegible]	-	0.	1289.7	0.	0.	N	N	0.	55.
254.	MERCURY		3		21.	29.92	[illegible]	0.	[illegible]	N		N	70.6	[illegible]	[illegible]	[illegible]	15.19[illegible]	0.		[illegible]	[illegible]	N	[illegible]			-	[illegible]	[illegible]	[illegible]	[illegible]	N	N		[illegible]

CASE	MAKE	MODEL	SIZE	NO	MIN	SECON	ASPEED	CSPEED	TRWIDTH	BEEP	BRAKE	EVAS	TAWIDTH	TFDIST	SELAST	ELAPSED	CFT_RATE	RAD_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ADEQ	TSDIST	ACTSEC	CLOSE	CL MPH	B WRN	NO WRN	CLS 5	ACT 5
255.	FORD		6		23.	4.55	74.5	18.	24.	N	N	N	76.	180.7	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	6.845	1384.6	0.	0.	N	N	0.	75.
255.	FORD		6		23.	3.09	74.1	18.	21.	N	N	N	76.	207.19	0.3	0.3	-52.97	26.4	-2.006	N	Y	N	Y	Y	Y	-	7.848	1385.1	0.	0.	N	N	0.	75.
255.	FORD		6		23.	6.01	73.2	18.	31.	Y	N	N	76.	138.84	0.96	1.46	71.197	26.4	2.697	N	Y	N	Y	Y	Y	-	5.259	1386.	26.4	18.	N	N	20.	75.
255.	FORD		6		23.	7.68	72.3	19.	40.	Y	N	Y	76.	106.54	1.47	2.93	21.97	27.133	0.81	N	Y	N	N	N	N	-	3.825	1387.5	21.97	15.	N	N	15.	70.
256.	CHEVROLET	CAMERO	3		24.	16.89	73.2	12.	31.	N	N	N	72.8	132.8	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.545	1454.9	0.	0.	N	N	0.	75.
256.	CHEVROLET	CAMERO	3		24.	15.29	71.	12.	31.	N	N	N	72.8	132.8	0.36	0.36	0.	-17.6	0.	N	N	N	Y	Y	Y	-	7.549	1455.3	0.	0.	N	N	0.	70.
256.	CHEVROLET	CAMERO	3		24.	16.22	72.1	13.	36.	Y	N	N	72.8	113.7	0.97	1.33	19.687	18.333	1.074	N	N	N	Y	Y	Y	-	5.963	1456.2	18.33	13.	N	N	15.	70.
256.	CHEVROLET	CAMERO	3		24.	19.79	72.3	13.	76.	Y	N	Y	72.8	51.387	3.57	4.9	17.455	18.333	0.952	N	N	N	Y	Y	Y	-	2.92	1459.8	18.33	13.	N	N	15.	70.
257.	MAZDA	626	8		24.	46.81	72.3	12.	76.	N	N	N	66.5	46.534	0.	0.	0.	0.	0.	N	N	Y	N	N	N	-	2.644	1486.8	0.	0.	N	N	0.	70.
258.	MAZDA	626	8		24.	48.73	74.7	19.	41.	N	N	N	66.5	90.265	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.239	1488.8	0.	0.	N	N	0.	75.
258.	MAZDA	626	1		24.	49.05	74.7	19.	45.	N	N	N	66.5	81.824	0.3	0.3	28.137	27.867	1.01	N	N	N	Y	Y	Y	-	2.936	1489.1	27.87	19.	N	N	20.	75.
258.	MAZDA	626	1		24.	50.02	73.2	12.	55.	Y	N	N	66.5	66.094	0.97	1.27	16.216	22.733	0.713	N	N	N	Y	Y	Y	-	3.755	1490.	16.22	11.	N	N	10.	75.
258.	MAZDA	626	1		24.	50.49	74.5	12.	61.	Y	N	Y	66.5	59.131	0.47	1.74	14.815	17.6	0.842	N	N	N	Y	Y	Y	-	3.36	1490.5	17.6	12.	N	N	10.	75.
259.	CHEVROLET	CELEBRITY	3		25.	11.5	74.7	16.	33.	N	N	N	69.3	118.25	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.039	1511.5	0.	0.	N	N	0.	75.
259.	CHEVROLET	CELEBRITY	3		25.	11.84	74.7	16.	39.	N	N	N	69.3	111.25	0.34	0.34	20.665	23.467	0.881	N	N	N	Y	Y	Y	-	4.74	1511.8	23.47	16.	N	N	15.	75.
259.	CHEVROLET	CELEBRITY	2		25.	12.77	74.7	17.	41.	Y	N	N	69.3	94.264	0.93	1.27	18.241	24.2	0.754	N	N	N	Y	Y	Y	-	3.781	1512.8	18.24	12.	N	N	10.	75.
259.	CHEVROLET	CELEBRITY	3		25.	13.41	74.7	17.	51.	Y	N	Y	69.3	74.86	0.64	1.91	30.319	24.933	1.216	N	N	N	Y	Y	Y	-	3.002	1513.4	24.93	17.	N	N	15.	75.
260.	CHEVROLET	CAMERO	2		25.	22.39	72.1	23.	49.	N	Y	N	72.8	90.021	0.	0.	0.	0.	0.	N	N	Y	N	N	N	-	2.669	1522.6	0.	0.	N	N	0.	70.
260.	CHEVROLET	CAMERO	3		25.	24.62	60.	10.	86.	Y	Y	N	72.8	44.866	2.03	2.03	22.244	24.2	0.919	N	N	N	Y	Y	Y	-	3.059	1524.6	24.2	17.	N	N	15.	60.
261.	TOYOTA	SUPRA	5		25.	50.31	70.4	5.	26.	N	N	N	67.7	147.75	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	20.148	1550.3	0.	0.	N	N	0.	70.
261.	TOYOTA	SUPRA	5		25.	52.21	71.	7.	29.	N	N	N	67.7	131.98	1.9	1.9	8.3	8.8	0.943	N	N	N	Y	Y	N	-	12.855	1552.2	8.8	6.	N	N	5.	70.
261.	TOYOTA	SUPRA	1		25.	52.35	74.	7.	31.	N	N	N	67.7	123.16	0.14	2.04	62.986	10.267	6.135	N	N	N	Y	Y	Y	-	11.997	1552.4	10.27	7.	N	N	5.	75.
261.	TOYOTA	SUPRA	5		25.	53.18	74.3	8.	32.	Y	N	N	67.7	119.17	0.83	2.87	4.814	11.	0.438	N	N	N	Y	Y	Y	-	10.156	1553.2	0.	3.	N	N	0.	75.
261.	TOYOTA	SUPRA	1		25.	59.12	71.	7.	78.	Y	N	Y	67.7	48.868	5.94	8.81	11.835	11.	1.076	N	N	N	Y	Y	Y	-	4.76	1559.1	11.	8.	N	N	10.	70.
262.	CHEVROLET	CAPRICE	4		26.	9.76	70.2	14.	56.	N	Y	N	75.4	74.136	0.	0.	0.	0.	0.	N	N	Y	N	N	N	-	3.61	1569.8	0.	0.	N	N	0.	70.
262.	CHEVROLET	CAPRICE	8		26.	12.5	61.7	7.	82	Y	Y	N	75.4	30.621	2.74	2.74	15.881	15.4	1.031	N	N	N	Y	Y	Y	-	2.903	1572.5	15.4	11.	N	N	10.	60.
263.	TOYOTA	CAMRAY	2		26.	51.64	77.1	15.	19.	N	N	N	66.5	200.22	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	9.101	1611.6	0.	0.	N	N	0.	75.
263.	TOYOTA	CAMRAY	2		26.	52.24	75.	14.	19.	N	N	N	66.5	200.22	0.6	0.6	0.	21.267	0.	N	N	N	Y	Y	Y	-	9.751	1612.2	0.	0.	N	N	0.	75.
263.	TOYOTA	CAMRAY	2		26.	53.18	75.4	15.	22.	Y	N	N	66.5	172.28	0.94	1.54	29.727	21.267	1.398	N	N	N	Y	Y	Y	-	7.832	1613.2	21.27	15.	Y	N	15.	75.
263.	TOYOTA	CAMRAY	2		26.	56.35	75.4	15.	36.	Y	N	Y	66.5	103.45	3.17	4.71	21.711	22.	0.987	N	N	N	Y	Y	Y	-	4.702	1616.4	22.	15.	N	N	15.	75.
264.	CHEVROLET	VAN	8		27.	7.59	77.6	11.	21.	N	N	N	79.5	216.95	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	13.447	1627.6	0.	0.	N	N	0.	60.
264.	CHEVROLET	VAN	8		27.	10.03	75.4	10.	24.	N	N	N	79.5	189.24	2.44	2.44	11.355	15.4	0.737	N	N	N	Y	Y	Y	-	12.903	1630.	11.36	8.	N	N	10.	75.
264.	CHEVROLET	VAN	8		27.	11.	76.8	10.	26.	Y	N	N	79.5	174.32	0.97	3.41	15.379	14.667	1.049	Y	N	N	Y	Y	Y	-	11.886	1631.	14.67	10.	Y	N	10.	75.
264.	CHEVROLET	VAN	9		27.	16.83	77.5	11.	50.	Y	N	Y	79.5	88.395	5.83	9.24	14.739	15.4	0.957	N	N	N	Y	Y	Y	-	5.479	1636.8	15.4	11.	N	N	10.	80.
265.	SUBARU	GL	1		27.	43.7	78.9	19.	26.	N	N	N	63.8	139.97	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.987	1663.7	0.	0.	N	N	0.	90.
265.	SUBARU	GL	1		27.	43.96	77.1	19.	30.	N	N	N	63.8	119.82	0.26	0.26	73.673	27.867	2.644	N	N	N	Y	Y	Y	-	4.3	1664.	27.87	19.	N	N	20.	75.
265.	SUBARU	GL	1		27.	44.93	79.6	19.	36.	Y	N	N	63.8	99.063	0.97	1.23	21.394	27.867	0.768	N	N	N	Y	Y	Y	-	3.535	1664.7	21.39	15.	N	N	15.	30.
265.	SUBARU	GL	1		27	45.86	76.8	20.	49.	Y	N	Y	63.8	71.536	0.93	2.16	29.599	28.6	1.035	Y	N	N	Y	Y	Y	-	2.439	1665.9	28.6	20.	N	N	20.	75.
266.	OLDSMOBIL		3		27.	50.2	77.8	13.	16.	N	N	N	70.6	253.64	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	13.303	1670.2	0.	0.	N	N	0.	30.
266.	OLDSMOBIL		3		27.	51.6	77.8	13.	19.	N	N	N	70.6	212.85	1.4	1.4	29.136	19.067	1.528	N	Y	N	Y	Y	Y	-	11.164	1671.6	19.07	13.	N	N	15.	90.
266.	OLDSMOBIL		3		27.	52.57	77.8	13.	22.	Y	N	N	70.6	183.19	0.97	2.37	30.592	19.067	1.604	N	Y	N	Y	Y	Y	-	9.608	1672.6	19.07	13.	Y	N	15.	80.
266.	OLDSMOBIL		3		27.	57.17	75.	13.	40.	Y	Y	N	70.6	98.64	4.6	6.97	18.38	19.067	0.964	N	Y	N	Y	Y	Y	-	5.173	1677.2	19.07	13.	N	N	15.	75.
267.	CHRYSLER	LEBARRON	2		28.	39.38	77.8	11.	21.	N	N	N	58.5	186.28	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	11.546	1719.4	0.	0.	N	N	0.	60.
267.	CHRYSLER	LEBARRON	2		28.	39.58	77.8	11.	24.	N	N	N	58.5	162.41	0.2	0.2	119.36	16.133	7.399	N	N	N	Y	N	N	-	10.067	1719.6	15.13	11.	N	N	10.	50.
267.	CHRYSLER	LEBARRON	2		28.	40.55	77.8	11.	26.	Y	N	N	58.5	149.55	0.97	1.17	13.252	16.133	0.821	N	N	N	Y	Y	Y	-	9.27	1720.6	13.25	9.	Y	N	10.	60.
267.	CHRYSLER	LEBARRON	2		28.	40.45	76.6	11.	40.	Y	N	Y	58.5	95.567	3.9	5.67	13.843	16.133	0.852	N	N	N	Y	Y	Y	-	5.924	1724.5	16.13	11.	N	N	10.	75.
268.	CADILLAC		6		29.	29.16	53.	7.	78.	N	Y	N	75.4	54.96	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	N	5.353	1769.2	0.	0.	N	N	0.	55.
269.		TRUCK	9		30.	6.37	74.7	30.	31.	N	Y	N	95.	176.61	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	N	4.014	1806.4	0.	0.	N	N	0.	75.
269.		TRUCK	9		30.	6.77	74.7	30.	34.	N	N	N	96.	160.61	0.4	0.4	39.995	44.	0.909	N	Y	N	Y	Y	Y	-	3.65	1806.8	44.	30.	N	N	0.	75.
269.		TRUCK	9		30.	8.1	74.7	31.	50.	N	N	Y	96.	107.72	1.33	1.73	39.774	44.733	0.889	N	Y	N	N	N	N	N	2.369	1808.1	44.73	31.	N	N	0.	75.
270.	DODGE	VAN	8		30.	24.29	76.4	14.	19.	N	N	N	79.8	241.2	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	11.747	1824.3	0.	0.	N	N	0.	75.
270.	DODGE	VAN	9		30.	25.95	74.3	15.	21.	N	N	N	79.8	217.78	1.56	1.56	14.107	21.267	0.663	N	N	N	Y	Y	Y	-	9.599	1826.	14.11	10.	N	N	10.	75.
270.	DODGE	VAN	6		31.	26.92	75.6	15.	24.	Y	Y	N	79.3	189.97	0.97	2.53	29.47	22.	1.303	Y	N	N	Y	Y	Y	-	6.635	1926.[illegible]	22.	15.	Y	N	15.	75.
270.	DODGE	VAN	8		30	28.59	76.6	15.	31.	Y	N	Y	77.8	146.92	1.77	4.4	24.935	22.	1.129	N	N	N	Y	Y	Y	-	5.637	1928.7	22	15.	N	N	15	75.
271.		TRUCK	9		31	18.37	75.	17.	25	N	N	Y	96	211.19	0.	0.	0.	0.	0.	Y	Y	Y	Y	N	N	-	6.[illegible]32	1974.[illegible]	0.	0.	N	N	0.	75.

CASE	MAKE	MODEL	SIZE	HO	MIN	SECON	ASPEED	CSPEED	TRWIDTH	BEEP	BRAKE	EVAS	TAWIDTH	TFDIST	SSLAST	ELAPSED	OPT_RATE	RAD_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ADEQ	TSDIST	ACTSEC	CLOSE	CL MPH	6 WRN	=6 =RN	CLS 5	ACT 5
271.		TRUCK	9		31.	16.77	75.	17.	30.	N	N	N	96.	182.66	1.9	1.9	15.171	24.933	0.608	N	Y	N	Y	Y	Y	-	7.326	1876.8	15.17	13.	N	N	10.	75.
271.		TRUCK	9		31.	17.74	74.7	16.	33.	Y	N	N	96.	165.62	0.97	2.87	17.558	24.2	0.726	N	Y	N	Y	Y	Y	-	7.058	1877.7	17.56	12.	Y	N	10.	75.
271.		TRUCK	9		31.	19.17	75.	16.	41.	Y	N	Y	96.	132.39	1.43	4.3	23.24	23.467	0.99	N	Y	N	Y	Y	Y	-	5.642	1879.2	23.47	16.	N	N	15.	75.
272.	GMC	ASTRO	7		31.	30.19	77.3	14.	26.	N	N	N	77.	168.69	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	8.216	1890.2	0.	0.	N	N	0.	75.
272.	GMC	ASTRO	7		31.	30.59	77.3	14.	28.	N	N	N	77.	156.31	0.4	0.4	30.962	20.533	1.508	N	N	N	Y	Y	Y	-	7.612	1890.6	20.53	14.	N	N	15.	75.
272.	GMC	ASTRO	7		31.	31.59	75.4	14.	31.	Y	N	N	77.	140.73	1.	1.4	15.581	20.533	0.759	N	N	N	Y	Y	Y	-	6.854	1891.6	15.58	11.	Y	N	10.	75.
272.	GMC	ASTRO	7		31.	32.65	77.3	15.	36.	Y	N	Y	77.	120.53	1.06	2.46	19.054	21.267	0.896	N	N	N	Y	Y	Y	-	5.479	1892.7	21.27	15.	N	N	15.	75.
273.	OLDSMOBIL	CUTLASS	3		31.	40.	74.7	16.	44.	N	N	N	71.6	90.577	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.86	1908.	0.	0.	N	N	0.	75.
273.	OLDSMOBIL	CUTLASS	3		31.	40.37	75.4	16.	51.	N	N	N	71.6	77.5	0.37	0.37	35.343	23.467	1.506	N	N	N	Y	Y	Y	-	3.303	1908.4	23.47	16.	N	N	15.	75.
273.	OLDSMOBIL	CUTLASS	3		31.	41.67	76.4	15.	75.	N	N	Y	71.6	51.198	1.3	1.67	20.232	22.733	0.89	N	N	N	Y	N	N	N	2.327	1909.7	22.73	16.	N	N	15.	75.
274.	CADILLAC	COUP	4		32.	26.71	74.5	14.	41.	N	N	N	71.7	97.691	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.758	1946.7	0.	0.	N	N	0.	75.
274.	CADILLAC	COUP	4		32.	27.01	74.7	14.	45.	N	N	N	71.7	88.59	0.3	0.3	30.337	20.533	1.477	N	N	N	Y	Y	Y	-	4.314	1947.	20.53	14.	N	N	15.	75.
274.	CADILLAC	COUP	4		32.	27.98	74.1	15.	55.	Y	N	N	71.7	71.629	0.97	1.27	17.486	21.267	0.822	N	N	N	Y	Y	Y	-	3.256	1948.	17.49	12.	N	N	10.	75.
274.	CADILLAC	COUP	4		32.	28.75	74.1	13.	67.	N	N	Y	71.7	57.959	0.77	2.04	17.753	20.533	0.865	N	N	N	N	N	N	-	3.04	1948.8	20.53	14.	N	N	15.	75.
275.	DODGE	CARAVAN	7		32.	58.4	70.4	0.	36.	N	N	N	69.6	108.5	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	0.	1978.4	0.	0.	N	N	0.	70.
275.	DODGE	CARAVAN	7		32.	58.77	70.8	7.	36.	N	N	N	69.6	108.5	0.37	0.37	0.	5.133	0.	N	N	N	Y	Y	Y	-	10.568	1978.8	0.	0.	N	N	0.	70.
275.	DODGE	CARAVAN	7		32.	59.71	71.	7.	41.	Y	N	N	59.6	94.692	0.94	1.31	14.685	10.267	1.43	N	N	N	Y	Y	Y	-	9.223	1979.7	10.27	7.	Y	N	5.	70.
275.	DODGE	CARAVAN	7		33.	4.98	73.2	7.	71.	Y	N	Y	69.6	52.699	5.27	6.58	7.969	10.267	0.776	N	N	N	Y	Y	Y	-	5.133	1985.	7.968	5.	N	N	5.	75.
276.	GMC	PICK UP	6		33.	8.42	72.1	22.	35.	N	N	N	79.6	128.46	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.981	1988.4	0.	0.	N	N	0.	70.
276.	GMC	PICK UP	6		33.	8.79	72.3	15.	36.	N	N	N	79.6	124.76	0.37	0.37	9.997	27.133	0.368	N	N	N	Y	Y	Y	-	5.671	1988.8	9.997	7.	N	N	5.	70.
276.	GMC	PICK UP	6		33.	9.72	72.5	15.	41.	Y	N	N	79.6	108.97	0.93	1.3	16.975	22.	0.772	N	N	N	Y	Y	Y	-	4.953	1989.7	16.98	12.	N	N	10.	75.
276.	GMC	PICK UP	6		33.	11.02	72.3	14.	54.	Y	Y	N	79.6	81.608	1.3	2.6	21.049	21.267	0.99	N	N	N	Y	Y	Y	-	3.974	1991.	21.27	15.	N	N	15.	70.
277.	TOYOTA	CORROLA	1		34.	2.74	75.4	11.	25.	N	N	N	64.4	146.12	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	9.057	2042.7	0.	0.	N	N	0.	75.
277.	TOYOTA	CORROLA	1		34.	3.07	74.5	11.	28.	N	N	N	64.4	129.96	0.33	0.33	48.967	16.133	3.035	N	N	N	Y	Y	Y	-	8.056	2043.1	16.13	11.	N	N	10.	75.
277.	TOYOTA	CORROLA	1		34.	4.04	78.8	11.	31.	Y	N	N	64.4	116.93	0.97	1.3	13.434	16.133	0.833	N	N	N	Y	Y	Y	-	7.248	2044.	13.44	9.	Y	N	10.	60.
277.	TOYOTA	CORROLA	1		34.	6.68	76.8	11.	41.	Y	N	Y	64.4	87.267	2.64	3.94	11.237	16.133	0.696	N	N	N	Y	Y	Y	-	5.409	2046.7	11.24	8.	N	N	10.	75.
278.	CHEVROLET	BLAZER	8		34.	51.72	75.2	14.	18.	N	N	N	65.4	208.03	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	10.131	2091.7	0.	0.	N	N	0.	75.
278.	CHEVROLET	BLAZER	8		34.	52.32	75.2	14.	18.	N	N	N	65.4	208.03	0.6	0.6	0.	20.533	0.	N	N	N	Y	Y	Y	-	10.131	2092.3	0.	0.	N	N	0.	75.
278.	CHEVROLET	BLAZER	8		34.	53.29	74.1	14.	22.	Y	N	N	65.4	169.35	0.97	1.57	39.873	20.533	1.942	N	N	N	Y	Y	Y	-	8.248	2093.3	20.53	14.	Y	N	15.	75.
278.	CHEVROLET	BLAZER	8		34.	56.96	74.3	15.	36.	Y	N	Y	65.4	101.67	3.67	5.24	18.443	21.267	0.867	N	N	N	Y	Y	Y	-	4.621	2097.	21.27	15.	N	N	15.	75.
279.	HONDA	ACCORD	2		35.	11.04	77.1	23.	48.	N	Y	N	65.6	75.319	0.	0.	0.	0.	0.	N	N	Y	N	N	N	-	2.233	2111.	0.	0.	N	N	0.	75.
279.	HONDA	ACCORD	2		35.	13.11	68.8	8.	86.	Y	Y	N	65.6	39.954	2.07	2.07	17.08	22.733	0.751	N	N	N	Y	Y	Y	-	3.406	2113.1	17.08	12.	N	N	10.	75.
280.	PLYMOUTH	HORIZON	1		35.	30.03	72.5	10.	41.	N	N	N	65.8	89.265	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.086	2130.	0.	0.	N	N	0.	75.
280.	PLYMOUTH	HORIZON	1		35.	30.3	72.3	10.	44.	N	N	N	65.8	82.859	0.27	0.27	23.73	14.667	1.618	N	N	N	Y	Y	Y	-	5.65	2130.3	14.67	10.	N	N	10.	70.
280.	PLYMOUTH	HORIZON	1		35.	31.26	72.5	10.	54.	Y	N	N	65.8	66.646	0.96	1.23	16.889	14.667	1.151	N	N	N	Y	Y	Y	-	4.544	2131.3	14.67	10.	N	N	10.	75.
280.	PLYMOUTH	HORIZON	1		35.	32.4	71.	11.	71.	Y	N	Y	65.8	49.564	1.14	2.37	14.784	15.4	0.973	N	N	N	Y	Y	Y	-	3.072	2132.4	15.4	11.	N	N	10.	70.
281.	CHEVROLET	VAN	8		35.	40.34	72.5	8.	21.	N	N	N	79.5	216.75	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	18.49	2140.3	0.	0.	N	N	0.	75.
281.	CHEVROLET	VAN	8		35.	44.97	72.3	8.	31.	N	N	N	79.5	145.45	4.63	4.63	15.442	11.733	1.316	N	N	N	Y	Y	Y	-	12.396	2145.	11.73	8.	N	N	10.	70.
281.	CHEVROLET	VAN	8		35.	45.94	72.1	8.	36.	Y	N	N	79.5	124.6	0.97	5.6	21.499	11.733	1.832	N	N	N	Y	Y	Y	-	10.619	2145.9	11.73	9.	Y	N	10.	70.
281.	CHEVROLET	VAN	8		35.	46.95	72.5	13.	43.	Y	N	Y	79.5	103.55	1.01	6.61	20.837	15.4	1.353	N	N	N	Y	Y	Y	-	5.431	2147.	15.4	11.	N	N	10.	75.
282.	FORD	BRONCO	8		36.	7.73	70.4	17.	25.	N	N	N	77.2	176.1	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.063	2157.7	0.	0.	N	N	0.	70.
282.	FORD	BRONCO	8		36.	8.26	70.6	17.	26.	N	N	N	77.2	169.15	0.53	0.53	13.119	24.933	0.526	N	N	N	Y	Y	Y	-	6.784	2158.3	13.12	9.	N	N	10.	70.
282.	FORD	BRONCO	8		36.	9.26	70.8	16.	31.	Y	N	N	77.2	141.11	1.	1.53	26.039	24.2	1.159	N	N	N	Y	Y	Y	-	6.013	2159.3	24.2	17.	N	N	15.	70.
282.	FORD	BRONCO	8		36.	12.04	70.	15.	50.	Y	N	Y	77.2	85.702	2.78	4.31	19.929	22.733	0.877	N	N	N	Y	Y	Y	-	3.896	2172.	22.73	15.	N	N	15.	70.
283.	CHEVROLET	PICK UP	5		36.	13.87	70.4	15.	35.	N	N	N	70.	112.4	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	5.109	2173.9	0.	0.	N	N	0.	70.
283.	CHEVROLET	PICK UP	5		36.	14.2	70.4	7.	35.	N	N	N	70.	112.4	0.33	0.33	0.	16.133	0.	N	Y	N	Y	Y	Y	-	10.948	2174.2	0.	0.	N	N	0.	70.
283.	CHEVROLET	PICK UP	5		36.	15.17	70.2	7.	40.	Y	N	N	70.	97.762	0.97	1.3	15.09	10.267	1.47	N	Y	N	Y	Y	Y	-	9.522	2175.2	10.27	7.	Y	N	5.	70.
283.	CHEVROLET	PICK UP	5		36.	18.04	70.4	6.	56.	Y	N	Y	70.	68.489	2.87	4.17	10.2	9.533	1.07	N	Y	N	Y	Y	Y	-	7.783	2178.	9.533	[illegible]	N	N	5.	[illegible]
284.		TRUCK	9		36.	22.38	72.9	19.	25.	N	N	N	96.	220.13	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	7.299	2182.4	0.	0.	N	N	[illegible]	75.
284.		TRUCK	9		36.	23.51	73.2	19.	28.	N	N	N	96.	196.04	1.13	1.13	21.316	27.867	0.765	N	Y	N	Y	Y	Y	-	7.035	2183.5	21.32	15.	N	N	15.	75
284.		TRUCK	9		36.	24.48	73.2	19.	33.	Y	N	N	96.	165.62	0.97	2.1	31.355	27.867	1.125	N	Y	N	Y	Y	Y	-	5.943	2184.5	27.87	[illegible]	N	N	[illegible]	75.
284.		TRUCK	9		36.	25.81	74.1	19.	40.	Y	Y	N	96.	135.32	1.33	3.43	22.411	27.867	0.804	N	Y	N	Y	Y	Y	-	4.274	2185.8	22.41	15.	N	N	15.	75.
285.	CHEVROLET	CAMERO	2		37.	35.05	73.2	15.	47.	N	N	N	72.9	85.951	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	[illegible]	2225.1	0.	0.	N	N	[illegible]	[illegible]
285.	CHEVROLET	CAMERO	2		37.	36.35	70.9	15.	51.	N	N	N	72.9	79.673	.3	.3	23.74	22.	[illegible]	N	N	N	Y	Y	Y	-	[illegible]	2225.4	22.	15.	N	N	15.	[illegible]
285.	CHEVROLET	CAMERO	2		37.	[illegible]	71.	14.	73.	N	Y	Y	72.5	53.592	[illegible]	1.6	19.774	21.267	[illegible]	[illegible]	N	N	Y	Y	Y	-	[illegible]	[illegible]	21.27	15.	[illegible]	[illegible]	[illegible]	[illegible]

CASE	MAKE	MODEL	SIZE	HD	MIN	SECON	ASPEED	CSPEED	TRWIDTH	BEEP	BRAKE	EVAS	TAWIDTH	YFDIST	SS_AST	ELAPSED	SPT_RATE	RAD_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ADES	TSDIST	ACTSEC	CLOSE	CL_MPH	S_WRN	WB_WRN	CLS_S	ACT_S
286.	TOYOTA	CAMRAY	2		37.	44.4	72.3	17.	34.	N	N	N	66.5	109.82	0.	0.	0.	0.	0.	N	N	Y	.	N	N		4.404	2264.0	0.	0.	N	N	0.	70.
286.	TOYOTA	CAMRAY	2		37.	48.73	72.1	17.	35.	N	N	N	66.5	106.54	0.33	0.33	9.915	24.933	0.398	N	N	N	Y	Y	Y	-	6.273	2264.7	9.915	7.	N	N	5.	70.
286.	TOYOTA	CAMRAY	2		37.	49.7	76.	17.	46.	Y	N	N	66.5	83.791	0.97	1.3	23.457	24.933	0.941	N	N	N	Y	Y	Y	-	3.361	2265.7	24.93	17.	N	N	15.	70.
286.	TOYOTA	CAMRAY	2		37.	46.43	70.	17.	53.	Y	N	Y	66.5	68.763	0.73	2.03	20.504	24.933	0.826	N	N	N	Y	Y	Y	-	2.758	2266.4	20.59	14.	N	N	15.	70.
287.	SUBARU		1		37.	50.	69.8	14.	41.	N	N	N	66.1	89.694	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	4.368	2270.	0.	0.	N	N	0.	70.
287.	SUBARU		1		37.	50.33	71.	16.	45.	N	N	N	66.1	81.304	0.33	0.33	25.424	20.533	1.238	N	Y	N	Y	Y	Y	-	3.96	2270.3	20.53	14.	N	N	15.	70.
287.	SUBARU		1		37.	51.	70.	14.	55.	N	N	Y	66.1	65.668	0.67	1.	23.337	20.533	1.137	N	Y	N	Y	Y	Y	-	3.198	2271.	20.53	14.	N	N	15.	70.
288.	OLDSMOBIL	CUTLASS	3		38.	7.35	74.7	22.	47.	N	Y	N	71.6	84.496	0.	0.	0.	0.	0.	N	N	Y	N	N	N	-	2.619	2287.6	0.	0.	N	N	0.	75.
289.	DATSUN	210	1		39.	2.94	75.4	13.	56.	N	Y	N	62.2	60.336	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.164	2342.9	0.	0.	N	N	0.	75.
289.	DATSUN	210	1		39.	4.14	70.4	7.	80.	Y	Y	N	62.2	40.829	1.2	1.2	16.258	14.667	1.109	N	N	N	Y	Y	Y	-	3.976	2344.1	14.67	10.	N	N	10.	70.
290.	OLDSMOBIL		4		39.	19.49	39.9	14.	65.	N	Y	N	75.4	63.22	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	N	3.079	2359.5	0.	0.	N	N	0.	60.
291.	CHRYSLER	LEBARRON	3		39.	51.02	70.8	8.	41.	N	N	N	68.5	95.121	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.936	2391.8	0.	0.	N	N	0.	70.
291.	CHRYSLER	LEBARRON	3		39.	52.15	69.8	8.	43.	N	N	N	68.5	68.372	0.33	0.33	13.785	11.733	1.175	N	N	N	Y	Y	Y	-	7.349	2392.2	11.73	8.	N	N	10.	70.
291.	CHRYSLER	LEBARRON	3		39.	53.09	70.4	11.	51.	Y	N	N	68.5	73.942	0.94	1.27	15.564	13.933	1.117	N	N	N	Y	Y	Y	-	4.583	2393.1	13.93	10.	N	N	10.	70.
291.	CHRYSLER	LEBARRON	3		39.	55.32	66.1	9.	81.	Y	Y	N	68.5	44.817	2.23	3.5	13.061	14.667	0.89	N	N	N	N	N	N	-	3.395	2395.3	14.67	10.	N	N	10.	65.
292.	DATSUN	210	1		40.	23.45	66.8	17.	28.	N	N	N	62.2	125.36	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.028	2423.3	0.	0.	N	N	0.	65.
292.	DATSUN	210	1		40.	24.52	67.1	17.	31.	N	N	N	62.2	112.78	1.07	1.07	11.763	24.933	0.472	N	N	N	Y	Y	N	-	4.523	2424.5	11.76	8.	N	N	10.	65.
292.	DATSUN	210	1		40.	24.72	67.1	17.	31.	N	N	N	62.2	112.78	0.2	1.27	0.	24.933	0.	N	N	N	Y	Y	Y	-	4.523	2424.7	0.	0.	N	N	0.	65.
292.	DATSUN	210	1		40.	25.52	66.9	17.	31.	Y	N	N	62.2	112.78	0.8	2.07	0.	24.933	0.	N	N	N	Y	Y	Y	-	4.523	2425.5	0.	0.	N	N	0.	65.
292.	DATSUN	210	1		40.	30.16	70.6	6.	48.	Y	N	Y	62.2	71.172	4.64	6.71	8.967	16.867	0.532	N	N	N	N	N	N	-	8.088	2430.2	8.967	6.	N	N	5.	70.
293.	MITSUBISH	GALLANT	2		40.	55.09	77.1	20.	61.	N	N	N	66.7	90.551	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.007	2455.1	0.	0.	N	N	0.	75.
293.	MITSUBISH	GALLANT	2		40.	55.35	76.8	20.	65.	N	N	N	66.7	86.122	0.26	0.26	17.038	29.333	0.581	N	N	N	Y	Y	Y	-	2.936	2455.4	17.04	12.	N	N	10.	75.
293.	MITSUBISH	GALLANT	2		40.	56.32	77.8	13.	53.	Y	N	N	66.7	60.986	0.97	1.23	17.665	24.2	0.73	N	N	N	Y	Y	Y	-	3.615	2456.3	17.67	12.	N	N	10.	80.
293.	MITSUBISH	GALLANT	2		40.	56.99	77.8	13.	66.	Y	N	Y	66.7	50.073	0.67	1.9	21.661	19.067	1.136	N	N	N	Y	Y	Y	-	2.657	2457.	19.07	13.	N	N	15.	80.
294.		TRUCK	9		41.	2.25	77.9	21.	26.	N	N	N	96.	211.69	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	6.846	2462.3	0.	0.	N	N	0.	80.
294.		TRUCK	9		41.	2.72	76.4	21.	30.	N	N	N	96.	182.66	0.47	0.47	61.320	30.8	1.991	N	Y	N	Y	Y	Y	-	5.93	2462.7	30.8	21.	N	N	20.	75.
294.		TRUCK	9		41.	3.66	77.6	21.	37.	Y	N	N	96.	157.21	0.94	1.41	37.704	30.8	1.224	N	Y	N	Y	Y	Y	-	4.78	2463.7	30.8	21.	N	N	20.	80.
294.		TRUCK	9		41.	5.06	77.1	21.	51.	Y	N	Y	96.	105.51	1.4	2.81	29.704	30.8	0.967	N	Y	N	Y	Y	Y	-	3.426	2465.1	30.8	21.	N	N	20.	75.
295.		TRUCK	9		41.	13.7	77.1	17.	20.	N	N	N	96.	276.33	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	11.083	2473.7	0.	0.	N	N	0.	75.
295.		TRUCK	9		41.	15.77	77.1	19.	23.	N	N	N	96.	239.68	2.07	2.07	17.708	26.4	0.671	N	Y	N	Y	Y	Y	-	8.601	2475.8	17.71	12.	N	N	10.	75.
295.		TRUCK	9		41.	16.74	77.1	19.	27.	Y	N	N	96.	203.47	0.97	3.04	37.323	27.867	1.339	N	Y	N	Y	Y	Y	-	7.302	2476.7	27.87	19.	Y	N	20.	75.
295.		TRUCK	9		41.	18	75.	20.	35.	Y	N	Y	96.	155.89	1.26	4.3	37.763	28.6	1.32	N	Y	N	Y	Y	Y	-	5.314	2479.	28.6	20.	N	N	20.	75.
296.	PONTIAC	6000	2		41.	42.3	75.6	0.	24.	N	N	N	72.	170.95	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	0.	2502.3	0.	0.	N	N	0.	75.
296.	PONTIAC	6000	2		41.	42.7	77.3	0.	25.	N	N	N	72.	163.92	0.4	0.4	17.565	0.	0.	N	N	N	Y	Y	Y	-	0.	2502.7	0.	0.	N	N	0.	75.
296.	PONTIAC	6000	2		41.	44.57	75.4	16.	34.	Y	N	N	72.	119.29	1.87	2.27	23.868	11.733	2.034	N	N	N	Y	Y	Y	-	5.083	2504.6	11.73	8.	Y	N	10.	75.
296.	PONTIAC	6000	2		41.	45.94	77.6	15.	51.	Y	N	Y	72.	77.96	1.37	3.64	30.166	22.733	1.327	N	N	N	Y	Y	Y	-	3.946	2505.9	22.73	16.	N	N	15.	90.
297.			1		42.	6.05	76.4	12.	38.	N	N	N	66.1	97.146	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	5.52	2526.1	0.	0.	N	N	0.	75.
297.			1		42.	6.39	76.6	12.	41.	N	N	N	66.1	89.694	0.34	0.34	21.718	17.6	1.245	N	Y	N	Y	Y	Y	-	5.096	2526.4	17.6	12.	N	N	10.	75.
297.			1		42.	7.32	74.5	13.	48.	Y	N	N	66.1	75.929	0.93	1.27	14.801	18.333	0.807	N	Y	N	Y	Y	Y	-	3.982	2527.3	14.8	10.	N	N	10.	75.
297.			1		42.	8.22	76.4	13.	64.	Y	N	Y	66.1	55.773	0.9	2.17	22.396	19.067	1.175	N	Y	N	Y	Y	Y	-	2.925	2529.2	19.07	13.	N	N	15.	75.
298.	SUBARU		1		42.	16.73	75.8	25.	28.	N	Y	N	66.1	133.52	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	-	3.641	2536.7	0.	0.	N	N	0.	75.
298.	SUBARU		1		42.	19.27	63.	10.	55.	Y	Y	N	66.1	65.668	2.54	2.54	26.713	25.667	1.041	N	Y	N	Y	Y	Y	-	4.477	2539.3	25.67	19.	N	N	20.	75.
299.		TRUCK	9		43.	11.29	71.	12.	33.	N	N	N	96.	165.62	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	9.41	2591.3	0.	0.	N	N	0.	70.
299.		TRUCK	9		43.	11.75	71.	12.	35.	N	N	N	96.	155.89	0.46	0.46	21.159	17.6	1.202	N	Y	N	Y	Y	Y	-	8.657	2591.8	17.6	12.	N	N	10.	70.
299.		TRUCK	9		43.	12.72	70.	12.	38.	Y	N	N	96.	143.21	0.97	1.43	13.07	17.6	0.743	N	Y	N	Y	Y	Y	-	8.137	2592.7	13.07	9.	Y	Y	10.	70.
299.		TRUCK	9		43.	18.29	70.2	13.	48.	Y	N	Y	96.	112.4	1.57	3.	19.627	18.333	1.071	N	Y	N	Y	Y	Y	-	5.975	2594.3	18.33	13.	N	N	15.	70.
300.	BUICK	LIMITED	4		44.	7.81	70.2	10.	51.	N	N	N	75.9	59.153	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.647	2647.8	0.	0.	N	N	0.	70.
300.	BUICK	LIMITED	4		44.	8.08	70.2	10.	66.	N	N	N	75.9	62.634	0.27	0.27	20.441	14.667	1.394	N	N	N	Y	Y	Y	-	4.271	2648.1	14.67	10.	N	N	10.	70.
300.	BUICK	LIMITED	4		44.	9.05	70.2	10.	81.	Y	N	Y	75.9	50.166	0.97	1.24	12.854	14.667	0.876	N	N	N	Y	Y	Y	-	3.42	2649.1	14.67	10.	N	N	10.	70.
301.	PONTIAC	GRAND AM	2		44.	44.65	70.6	8.	61.	N	N	N	66.9	59.515	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.072	2664.7	0.	0.	N	N	0.	70.
301.	PONTIAC	GRAND AM	2		44.	44.95	70.2	8.	66.	N	N	N	66.9	54.65	0.3	0.3	16.217	11.733	1.382	N	N	N	Y	Y	Y	-	4.653	2665.	11.73	8.	N	N	10.	70.
301.	PONTIAC	GRAND AM	2		44.	45.91	70.4	9.	80.	Y	N	N	66.9	44.265	0.95	1.25	10.918	11.733	0.922	N	N	N	Y	Y	Y	-	3.777	2665.9	11.73	8.	N	N	10.	70.
301.	PONTIAC	GRAND AM	2		44.	46.25	70.4	8.	85.	Y	N	N	66.9	41.649	0.34	1.6	10.047	11.733	0.856	N	N	N	Y	Y	Y	-	3.451	2666.3	11.73	8.	N	N	10.	70.
302.	CHEVROLET	CELEBRITY	3		44.	49.32	[illegible]	0	71.	Y	N	N	[illegible]	52.45	0.	[illegible]	0.	0.	[illegible]	N	N	Y	Y	N	N	-	[illegible]	2667.3	0.	0.	N	N	[illegible]	55.
302.	CHEVROLET	CELEBRITY	3		44.	52.42	65.2	0.	65.	Y	N	N	[illegible]	[illegible]	3.1	3.1	3.976	0.	[illegible]	N	N	N	Y	Y	Y	-	[illegible]	2670.4	0.	[illegible]	N	N	[illegible]	55.

CASE	MAKE	MODEL	SIZE	HD	MIN	SECON	ASPEED	CSPEED	TRWIDTH	BEEP	BRAKE	EVAS	TAWIDTH	TFDIST	SSLAST	ELAPSED	OFT_RATE	RAD_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ADEQ	TSDIST	ACTSEC	CLOSE	CL MPH	B WRN	WD WRN	CLS 5	ACT 5
302.	CHEVROLET	CELEBRITY	3		44.	53.35	65.2	0.	95.	Y	N	N	69.3	38.013	0.93	4.03	5.403	0.	0.	N	N	N	Y	Y	N	-	0.	2693.4	0.	0.	N	N	0.	65.
302.	CHEVROLET	CELEBRITY	3		44.	54.45	64.	0.	82	Y	N	Y	69.3	30.282	1.1	5.13	7.028	0.	0.	N	N	N	Y	Y	Y	-	0.	2694.5	0.	0.	N	N	0.	65.
303.	DODGE	VAN	8		45.	13.55	75.2	14.	31.	N	N	N	79.8	146.02	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.111	2713.6	0.	0.	N	N	0.	75.
303.	DODGE	VAN	8		45.	13.95	74.3	14.	31.	N	N	N	79.8	146.02	0.4	0.4	0.	20.533	0.	N	N	N	Y	Y	Y	-	7.111	2714.	0.	0.	N	N	0.	75.
303.	DODGE	VAN	8		45.	14.88	74.7	13.	37.	Y	N	Y	79.8	121.58	0.93	1.33	26.278	19.8	1.327	N	N	N	Y	Y	Y	-	6.376	2714.9	19.8	14.	N	N	15.	75.
304.	MERCURY	GRAND	3		45.	18.85	74.3	12.	36.	N	N	N	77.5	121.34	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.895	2718.9	0.	0.	N	N	0.	75.
304.	MERCURY	GRAND	3		45.	19.18	74.3	14.	38.	N	N	N	77.5	114.71	0.33	0.33	20.103	19.067	1.054	N	N	N	Y	Y	Y	-	5.587	2719.2	19.07	13.	N	N	15.	75.
304.	MERCURY	GRAND	3		45.	20.11	74.3	13.	44.	Y	N	N	77.5	98.428	0.93	1.26	17.508	19.8	0.884	N	N	N	Y	Y	Y	-	5.162	2720.1	19.8	14.	N	N	15.	75.
304.	MERCURY	GRAND	3		45.	20.71	75.4	14.	50.	Y	Y	N	77.5	84.053	0.6	1.86	20.625	19.8	1.042	N	N	N	Y	Y	Y	-	4.191	2720.7	19.8	14.	N	N	15.	75.
305.		TRUCK	9		46.	2.12	72.4	12.	31.	N	N	N	96.	176.61	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	10.035	2762.1	0.	0.	N	N	0.	70.
305.		TRUCK	9		46.	2.65	72.1	12.	33.	N	N	N	96.	165.62	0.53	0.53	20.732	17.6	1.178	N	Y	N	Y	Y	Y	-	9.41	2762.7	17.6	12.	N	N	10.	70.
305.		TRUCK	9		46.	3.6	72.9	13.	36.	Y	N	N	96.	151.43	0.95	1.48	14.941	18.333	0.815	N	Y	N	Y	Y	Y	-	7.942	2763.6	14.94	10.	Y	N	10.	75.
305.		TRUCK	9		46.	5.83	70.8	13.	48.	Y	N	Y	96.	112.4	2.23	3.71	17.503	19.067	0.918	N	Y	N	Y	Y	Y	-	5.895	2765.8	19.07	13.	N	N	15.	70.
306.	MAZDA	GLC	1		46.	24.85	70.	6.	48.	N	N	N	64.2	73.612	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	8.363	2784.9	0.	0.	N	N	0.	70.
306.	MAZDA	GLC	1		46.	25.15	74.	6.	50.	N	N	N	64.2	70.479	0.3	0.3	10.443	8.8	1.187	N	N	N	Y	Y	Y	-	8.009	2785.2	8.8	6.	N	N	5.	75.
306.	MAZDA	GLC	1		46.	26.08	73.2	6.	57.	Y	N	N	64.2	61.247	0.93	1.23	9.927	8.8	1.128	N	N	N	Y	Y	Y	-	6.96	2786.1	8.8	6.	N	N	5.	75.
306.	MAZDA	GLC	1		46.	26.95	71.	7.	65.	Y	N	Y	64.2	53.131	0.87	2.1	9.329	9.533	0.979	N	N	N	Y	Y	Y	-	5.175	2787.	9.533	7.	N	N	5.	70.
307.	BUICK	REGAL	3		47.	27.28	72.5	15.	65.	N	N	Y	71.6	59.797	0.	0.	0.	0.	0.	N	N	Y	N	N	N	N	2.718	2847.3	0.	0.	N	N	0.	75.
308.	MERCURY	SABLE	2		49.	1.95	71.	6.	56.	N	N	N	70.5	69.011	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.842	2942.	0.	0.	N	N	0.	70.
308.	MERCURY	SABLE	2		49.	2.25	70.2	6.	60.	N	N	N	70.5	64.098	0.3	0.3	16.377	8.8	1.861	N	N	N	Y	Y	Y	-	7.284	2942.3	8.8	6.	N	N	5.	70.
308.	MERCURY	SABLE	2		49.	3.25	72.1	7.	68.	Y	N	N	70.5	56.004	1.	1.3	8.094	9.533	0.249	N	N	N	Y	Y	Y	-	5.455	2943.3	9.533	7.	N	N	5.	70.
308.	MERCURY	SABLE	2		49.	4.28	71.	7.	81.	Y	Y	N	70.5	46.263	1.03	2.33	9.457	10.267	0.921	N	N	N	Y	Y	Y	-	4.506	2944.3	10.27	7.	N	N	5.	70.
309.	DODGE	DART	3		49.	59.07	65.3	16.	57.	N	Y	N	69.8	66.999	0.	0.	0.	0.	0.	N	N	Y	N	N	N	-	2.855	2999.1	0.	0.	N	N	0.	65.
309.	DODGE	DART	3		50.	0.64	57.9	10.	87.	Y	Y	N	69.8	42.277	1.57	1.57	15.746	19.067	0.826	N	N	N	Y	Y	Y	-	2.883	3000.6	15.75	11.	N	N	10.	50.
310.	JEEP	CHEROKEE	7		50.	38.5	69.8	0.	41.	N	N	N	70.5	95.977	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	0.	3038.5	0.	0.	N	N	0.	70.
310.	JEEP	CHEROKEE	7		50.	38.84	69.	0.	44.	N	N	N	70.5	89.113	0.34	0.34	20.188	0.	0.	N	N	N	Y	Y	Y	-	0.	3038.8	0.	0.	N	N	0.	70.
310.	JEEP	CHEROKEE	7		50.	39.77	68.3	8.	50.	Y	N	N	70.5	77.856	0.93	1.27	12.104	5.867	2.063	N	N	N	Y	Y	Y	-	6.635	3039.8	5.867	4.	Y	Y	0.	70.
310.	JEEP	CHEROKEE	7		50.	42.25	67.1	7.	71.	Y	N	Y	70.5	53.44	2.48	3.75	9.845	11.	0.895	N	N	N	Y	Y	Y	-	5.205	3042.3	11.	8.	N	N	10.	65.
311.		TRUCK	9		50.	55.22	71.	12.	25.	N	N	N	96.	220.13	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	12.507	3055.2	0.	0.	N	N	0.	70.
311.		TRUCK	9		50.	56.82	71.	13.	30.	N	N	N	96.	182.66	1.6	1.6	23.419	18.333	1.277	N	Y	N	Y	Y	Y	-	9.58	3056.8	18.33	13.	N	N	15.	70.
311.		TRUCK	9		50.	57.56	71.	13.	32.	Y	N	N	96.	170.95	0.74	2.34	15.823	19.067	0.93	N	Y	N	Y	Y	Y	-	8.966	3057.6	15.82	11.	Y	N	10.	70.
311.		TRUCK	9		51.	3.53	65.	11.	84.	Y	N	Y	96.	62.216	5.97	9.31	18.213	17.6	1.035	N	Y	N	Y	Y	Y	-	3.856	3063.5	17.6	12.	N	N	10.	55.
312.		TRUCK	9		51.	30.7	69.8	12.	34.	N	N	N	96.	160.61	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	9.126	3090.7	0.	0.	N	N	0.	70.
312.		TRUCK	9		51.	31.2	68.1	12.	35.	N	N	N	96.	155.89	0.5	0.5	9.446	17.6	0.537	N	Y	N	Y	Y	Y	-	8.857	3091.2	9.445	6.	N	N	5.	70.
312.		TRUCK	9		51.	32.16	67.1	11.	38.	Y	N	N	96.	143.21	0.96	1.46	13.205	16.967	0.787	N	Y	N	Y	Y	Y	-	8.877	3092.2	13.21	9.	Y	Y	10.	65.
312.		TRUCK	9		51.	33.73	66.9	12.	46.	Y	N	Y	96.	117.49	1.57	3.03	16.354	15.667	0.97	N	Y	N	Y	Y	Y	-	6.676	3093.7	16.87	12.	N	N	10.	65.
313.	OLDSMOBIL		3		51.	49.01	67.1	17.	53.	N	Y	N	70.6	73.294	0.	0.	0.	0.	0.	N	Y	Y	N	N	N	N	2.94	3109.	0.	0.	N	N	0.	65.
314.	PONTIAC	TRANS AM	2		52.	43.5	71.	5.	67.	N	N	N	72.4	58.571	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.987	3153.5	0.	0.	N	N	0.	70.
314.	PONTIAC	TRANS AM	2		52.	43.8	71.	5.	71.	N	N	N	72.4	55.006	0.3	0.3	11.883	7.333	1.62	N	N	Y	N	Y	N	-	7.501	3163.8	7.333	5.	N	N	5.	70.
314.	PONTIAC	TRANS AM	2		52.	43.9	70.8	5.	72.	N	N	N	72.4	54.177	0.1	0.4	8.29	7.333	1.13	N	N	N	Y	Y	Y	-	7.388	3163.9	7.333	5.	N	N	5.	70.
314.	PONTIAC	TRANS AM	2		52.	44.73	70.8	5.	80.	Y	N	N	72.4	48.29	0.83	1.23	7.093	7.333	0.967	N	N	N	Y	Y	Y	-	6.585	3164.7	7.333	5.	N	N	5.	70.
314.	PONTIAC	TRANS AM	2		52.	45.56	71.	6.	90.	Y	N	Y	72.4	42.403	0.83	2.06	7.093	8.667	0.577	N	N	N	Y	Y	Y	-	4.819	3165.6	9.067	6.	N	N	5.	70.
315.	CHEVROLET	VAN	3		53.	26.5	71.9	11.	48.	N	N	N	79.5	92.273	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.719	3276.5	0.	0.	N	N	0.	70.
315.	CHEVROLET	VAN	8		53.	26.77	68.4	11.	51.	N	N	N	79.5	86.569	0.27	0.27	21.125	16.133	1.3	N	N	Y	Y	Y	Y	-	5.358	3276.8	16.13	11.	N	N	10.	70.
315.	CHEVROLET	VAN	3		53.	27.75	70.	11.	61.	Y	Y	N	79.5	71.608	0.98	1.25	15.265	16.133	0.946	N	N	N	Y	Y	Y	-	4.439	3277.8	16.13	11.	N	N	10.	70.
316.	DODGE	OMNI	1		53.	54.64	68.8	9.	42.	N	N	N	65.8	87.029	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.393	3234.6	0.	0.	N	N	0.	70.
316.	DODGE	OMNI	1		53.	54.94	67.1	8.	45.	N	N	N	65.8	80.914	0.3	3.3	20.383	12.467	1.635	N	N	Y	Y	Y	Y	-	6.896	3234.9	12.47	9.	N	N	10.	65.
316.	DODGE	OMNI	1		53.	57.74	66.1	6.	66.	Y	N	N	65.8	53.675	2.9	3.1	9.723	13.267	0.733	N	N	N	Y	Y	Y	-	6.099	3237.7	10.27	7.	N	N	5.	65
316.	DODGE	OMNI	1		53.	59.07	65.3	5.	82.	Y	N	Y	65.8	42.265	1.33	4.43	9.554	6.467	1.0[illegible]	N	N	N	Y	Y	Y	-	5.766	3239.1	8.067	6.	N	N	5.	65.
317.	PONTIAC	GRAND AM	2		54.	27.9	71.	17.	35.	N	N	N	56.9	107.21	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.3	3267.9	0.	0.	N	N	0.	70.
317.	PONTIAC	GRAND AM	2		54.	28.24	72.9	17.	40.	N	N	N	56.9	93.225	0.34	0.34	41.141	24.733	1.65	N	N	N	Y	Y	Y	-	3.739	3268.2	24.93	17.	N	N	15.	75.
317.	PONTIAC	GRAND AM	2		54.	29.3	73.2	18.	54.	N	Y	N	66.9	67.839	1.06	1.4	23.35	23.667	0.977	N	N	N	N	N	N	-	2.37	3269.3	23.67	18.	N	N	20.	75.
318.	OLDSMOBIL	CUTLASS	[illegible]		54.	52.53	70.6	13.	91.	N	N	N	71.5	47.153	[illegible]	0.	[illegible]	[illegible]	[illegible]	N	N	N	N	N	N	N	2.463	3292.5	0.	0.	N	N	0.	7[illegible]
319.	HONDA	CIVIC	1		57.	49.	57.5	13.	44.	N	N	N	64.	80.[illegible]	[illegible]	0.	[illegible]	[illegible]	[illegible]	N	N	Y	Y	N	N	-	4.22	3[illegible]	[illegible]	0.	N	N	[illegible]	[illegible]
319.	HONDA	CIVIC	1		57.	45.27	57.5	1[illegible]	48.	Y	N	N	64.	7[illegible]	0.37	[illegible]	19.[illegible]	[illegible]	1.[illegible]	N	N	[illegible]	[illegible]	Y	[illegible]	-	3.34E	[illegible]	[illegible]	13.	N	N	[illegible]	[illegible]

CASE	MAKE	MODEL	SIZE	NO	MIN	SECOND	ASPEED	CSPEED	TRWIDTH	BEEP	BRAKE	EVAS	TAWIDTH	TFDIST	SSLAST	ELAPSED	OPT_RATE	RAD_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ADEQ	TSDIST	ACTSEC	CLOSE	CL MPH	9 WRN	WB WRN	CLS 5	ACT 5
319.	HONDA	CIVIC	1		57.	50.27	57.3	0.	56.	Y	N	N	64.	62.216	0.9	1.27	12.391	9.533	1.3	N	N	N	Y	Y	Y	-	0.	3470.3	9.533	7.	Y	N	5.	55.
319.	HONDA	CIVIC	1		57.	51.04	56.3	10.	70.	Y	Y	N	64.	48.834	0.77	2.04	17.379	7.333	2.37	N	N	N	Y	Y	Y	-	3.33	3471.	7.333	5.	N	N	5.	55.
320.	OLDSMOBIL		3		59.	2.60	70.2	10.	50.	N	N	N	70.6	77.973	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	5.316	3542.7	0.	0.	N	N	0.	70.
320.	OLDSMOBIL		3		59.	3.11	70	10.	50.	N	N	N	70.6	66.571	0.43	0.43	26.516	14.667	1.808	N	Y	N	Y	Y	Y	-	4.539	3543.1	14.67	10.	N	N	10.	70.
320.	OLDSMOBIL		3		59.	3.30	70.0	11.	50.	N	Y	N	70.6	66.571	0.27	0.7	0.	15.4	0.	N	Y	N	Y	Y	Y	-	4.126	3543.4	0.	0.	N	N	0.	70.
321.	DODGE	COLT	1		59.	32.3	69.8	10.	97.	N	N	N	62.4	59.399	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.05	3572.3	0.	0.	N	N	0.	70.
321.	DODGE	COLT	1		59.	45.72	71.	6.	84.	N	N	N	62.4	37.786	13.42	13.42	1.611	7.333	0.22	N	N	N	Y	Y	N	-	0.	3585.7	0.	0.	N	N	0.	70.
321.	DODGE	COLT	1		59.	46.65	71.	6.	93.	Y	N	N	62.4	34.580	0.93	14.35	3.439	0.	0.	N	N	N	Y	Y	N	-	0.	3586.7	0.	0.	N	N	0.	70.
321.	DODGE	COLT	1		59.	47.62	71.9	2.	[illegible]	Y	Y	N	62.4	30.774	0.97	15.32	3.932	8.467	2.681	N	N	N	Y	Y	N	-	10.491	3587.6	1.467	1.	N	N	0.	70.
322.		TRUCK	9		0.	10.45	74.3	14.	28.	N	N	N	96.	196.04	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	9.547	3610.5	0.	0.	N	N	0.	75.
322.		TRUCK	9		0.	11.01	74.5	14.	28.	N	N	N	96.	196.04	0.56	0.56	0.	20.533	0.	N	Y	N	Y	Y	Y	-	9.547	3611.	0.	0.	N	N	0.	75.
322.		TRUCK	9		0.	11.95	72.5	15.	33.	Y	N	N	96.	165.62	0.94	1.5	32.355	21.267	1.521	N	Y	N	Y	Y	Y	-	7.528	3612.	21.27	15.	Y	N	15.	75.
322.		TRUCK	9		0.	13.71	74.5	14.	43.	Y	N	Y	96.	126.02	1.76	3.26	22.505	21.267	1.058	N	Y	N	Y	Y	Y	-	6.137	3613.7	21.27	15.	N	N	15.	75.
323.		PICK UP	6		0.	45.55	60.5	9.	34.	N	N	N	76.	126.10	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	9.559	3645.6	0.	0.	N	N	0.	60.
323.		PICK UP	6		0.	45.98	60.5	9.	35.	N	N	N	76.	122.44	0.43	0.43	8.695	13.2	0.659	N	Y	N	Y	Y	Y	-	9.275	3646.	8.674	6.	N	N	5.	60.
323.		PICK UP	6		0.	46.95	61.2	6.	30.	Y	N	N	76.	112.4	0.97	1.4	10.347	6.6	1.568	N	Y	N	Y	Y	Y	-	0.	3647.	6.6	5.	Y	Y	0.	60.
323.		PICK UP	6		0.	49.59	60.5	9.	56.	Y	N	Y	76.	74.762	2.64	4.04	14.256	6.6	2.16	N	Y	N	Y	Y	Y	-	5.664	3649.6	6.6	5.	N	N	0.	65.
324.	MERCURY	CAPRI	2		1.	16.31	66.6	12.	71.	N	Y	N	69.1	52.285	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	N	2.971	3676.3	0.	0.	N	N	0.	55.
325.	FORD	VAN	8		1.	32.3	67.1	18.	18.	N	N	N	79.9	255.19	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	9.666	3692.3	0.	0.	N	N	0.	55.
325.	FORD	VAN	8		1.	33.93	66.6	19.	20.	N	N	N	79.9	190.22	1.63	1.63	39.86	27.133	1.469	N	N	N	Y	Y	Y	-	6.826	3693.9	27.13	19.	N	N	20.	55.
325.	FORD	VAN	8		1.	34.86	67.1	20.	26.	Y	N	N	79.9	175.22	0.93	2.56	16.123	20.6	0.564	N	N	N	Y	Y	Y	-	5.976	3694.9	16.12	11.	Y	Y	10.	55.
325.	FORD	VAN	8		1.	37.2	67.9	21.	43.	Y	N	Y	79.9	104.09	2.34	4.9	30.398	30.067	1.011	N	N	N	N	N	N	-	3.30	3697.2	30.07	21.	N	N	20.	70.
326.	FORD	PICK UP	6		1.	46.5	70.	14.	20.	N	N	N	76.	217.78	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	10.606	3706.5	0.	0.	N	N	0.	70.
326.	FORD	PICK UP	6		1.	48.08	70.2	13.	26.	N	N	N	76.	180.7	1.58	1.58	23.468	19.8	1.185	N	Y	N	Y	Y	Y	-	9.477	3708.1	19.8	18.	N	N	15.	70.
326.	FORD	PICK UP	6		1.	49.35	70.4	13.	26.	Y	N	N	76.	166.44	1.27	2.85	11.23	19.067	0.589	N	Y	N	Y	Y	Y	-	8.729	3709.4	11.23	8.	Y	Y	10.	70.
326.	FORD	PICK UP	6		1.	52.95	70.2	12.	42.	Y	N	Y	76.	103.25	3.6	6.45	18.11	18.333	0.988	N	Y	N	Y	Y	Y	-	5.753	3713.	18.33	13.	N	N	15.	70.
327.	CHEVROLET	SUBURBAN	8		2.	10.13	66.9	10.	30.	N	N	N	79.6	117.95	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	8.042	3730.1	0.	0.	N	N	0.	65.
327.	CHEVROLET	SUBURBAN	8		2.	10.5	66.9	10.	30.	N	N	N	79.6	117.95	0.37	0.37	0.	14.667	0.	N	N	N	Y	Y	Y	-	8.042	3730.5	0.	0.	N	N	0.	65.
327.	CHEVROLET	SUBURBAN	8		2.	11.43	69.9	11.	44.	Y	N	N	79.6	101.22	0.93	1.3	17.983	15.4	1.168	N	N	N	Y	Y	Y	-	6.274	3731.4	15.4	11.	N	N	10.	70.
327.	CHEVROLET	SUBURBAN	8		2.	13.04	67.9	12.	55.	Y	N	Y	79.6	80.030	1.61	2.91	13.158	16.867	0.78	N	N	N	Y	Y	Y	-	4.548	3733.	13.16	9.	N	N	10.	71.
328.		TRUCK	9		2.	16.54	67.1	9.	40.	N	N	N	96.	135.82	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	10.289	3736.5	0.	0.	N	N	0.	65.
328.		TRUCK	9		2.	17.	69.3	8.	41.	N	N	N	96.	132.39	0.46	0.46	7.45	12.467	0.598	N	Y	N	Y	Y	Y	-	11.283	3737.	7.451	5.	N	N	5.	[illegible]
328.		TRUCK	9		2.	17.96	69.9	9.	45.	Y	N	N	96.	120.21	0.96	1.4	12.968	12.467	1.04	N	Y	N	Y	Y	Y	-	9.106	3737.9	12.47	9.	Y	N	10.	70.
328.		TRUCK	9		2.	20.66	68.1	8.	50.	Y	N	Y	96.	92.21	2.7	4.1	10.369	12.467	0.832	N	Y	N	Y	Y	Y	-	7.859	3740.6	10.37	7.	N	N	5.	70.
329.	OLDSMOBIL	CUTLASS	3		2.	26.01	69.	13.	90.	N	N	Y	71.6	41.802	0.	0.	0.	0.	0.	N	N	Y	N	N	N	N	2.197	3746.	0.	0.	N	N	0.	70.
330.	CHEVROLET	MONTE	3		2.	59.05	66.1	8.	45.	N	N	N	71.8	88.72	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	7.561	3779.1	0.	0.	N	N	0.	70.
330.	CHEVROLET	MONTE	3		2.	59.41	67.1	8.	46.	N	N	N	71.8	86.689	0.36	0.36	5.642	11.733	0.481	N	N	N	Y	Y	Y	-	7.388	3779.4	0.	0.	N	N	0.	65.
330.	CHEVROLET	MONTE	3		3.	0.35	67.1	8.	51.	Y	N	N	71.8	77.73	0.94	1.3	9.531	11.733	0.812	N	N	N	Y	Y	Y	-	6.625	3780.4	9.53	6.	Y	N	5.	65.
330.	CHEVROLET	MONTE	3		3.	2.62	66.9	7.	71.	Y	N	Y	71.8	54.512	2.27	3.57	10.228	11.	0.93	N	N	N	Y	Y	Y	-	5.31	3782.6	11.	8.	N	N	10.	65.
331.	CHEVROLET	MONTE	3		3.	34.65	66..	22.	28.	N	N	N	71.8	145.44	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.597	3814.7	0.	0.	N	N	0.	65.
331.	CHEVROLET	MONTE	3		3.	35.01	66.2	22.	32.	N	N	N	71.8	126.67	0.36	0.36	52.128	32.267	1.616	N	N	N	Y	Y	Y	-	3.926	3815.	32.27	22.	N	N	20.	65.
331.	CHEVROLET	MONTE	3		3.	37.35	66.8	21.	71.	Y	N	Y	71.8	54.512	2.34	2.7	30.837	31.533	0.973	N	N	N	Y	Y	Y	-	1.77	3817.4	31.53	22.	N	N	20.	65.
332.		TRUCK	9		3.	39.82	67.1	12.	38.	N	N	N	96.	143.21	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	8.137	3819.6	0.	0.	N	N	0.	65.
332.		TRUCK	9		3.	40.22	66.9	11.	40.	N	N	N	96.	135.82	0.4	0.4	10.497	16.867	1.096	N	Y	N	Y	Y	Y	-	8.419	3820.2	15.97	12.	N	N	10.	65.
332.		TRUCK	9		3.	41.19	66.9	11.	45.	Y	N	N	96.	120.21	0.97	1.37	16.096	16.133	0.996	N	Y	N	Y	Y	Y	-	7.451	3821.2	16.13	11.	Y	N	10.	65.
332.		TRUCK	9		3.	44.36	66.6	11.	70.	Y	N	Y	96.	75.598	3.17	4.54	14.072	16.133	0.872	N	Y	N	Y	Y	Y	-	4.686	3824.4	16.13	11.	N	N	10.	65.
333.		TRUCK	9		4.	30.6	71.	14.	18.	N	N	N	96.	307.56	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	14.978	3870.6	0.	0.	N	N	0.	[illegible]
333.		TRUCK	9		4.	31.27	72.9	14.	18.	N	N	N	96.	307.56	0.67	0.67	0.	20.533	0.	N	Y	N	Y	Y	Y	-	14.978	3871.3	0.	0.	N	N	0.	[illegible]
333.		TRUCK	9		4.	32.24	71.	14.	21.	Y	N	N	96.	262.95	0.97	1.64	45.988	20.533	2.24	N	Y	N	Y	Y	Y	-	12.836	3872.2	20.53	14.	Y	Y	15.	[illegible]
333.		TRUCK	9		4.	35.51	72.3	14.	36.	Y	N	Y	96.	151.43	3.27	5.01	33.091	20.533	1.612	N	N	N	Y	Y	Y	-	7.375	3875.6	20.53	14.	N	N	15.	[illegible]
334.		TRUCK	9		6.	46.	65.7	13.	18.	N	N	N	96.	307.55	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	16.131	4006.	0.	0.	N	N	[illegible]	[illegible]
334.		TRUCK	9		6.	51.[illegible]	[illegible]	14.	28.	N	N	N	96.	195.04	5.91	5.91	16.669	19.8	0.753	N	Y	N	Y	Y	Y	-	9.347	4011.9	19.8	14.	N	N	15.	[illegible]
334.		TRUCK	9		6.	[illegible]	[illegible]	14.	32.	Y	N	N	96.	170.95	0.97	6.36	25.858	20.533	1.25	N	Y	N	Y	Y	Y	-	[illegible]	4012.9	[illegible]	14.	[illegible]	N	[illegible]	[illegible]
334.		TRUCK	9		6.	57.[illegible]	[illegible]	[illegible]	60.	Y	N	Y	96.	88.98	4.74	11.62	17.292	18.333	0.943	N	Y	N	Y	Y	Y	-	5.515	4017.5	[illegible]	[illegible]	N	N	5.	[illegible]
[illegible]	[illegible]	[illegible]	3		7.	[illegible]	[illegible]	[illegible]	42.	N	N	N	64.	84.519	[illegible]	[illegible]	[illegible]	0.	[illegible]	[illegible]	[illegible]	[illegible]	Y	[illegible]	Y	-	[illegible]	[illegible]	[illegible]	[illegible]	N	[illegible]	[illegible]	[illegible]

CASE	MAKE	MODEL	SIZE	NO	MIN	SECON	ASPEED	CSPEED	TRWIDTH	BEEP	BRAKE	EVAS	TAWIDTH	TFDIST	SSLAST	ELAPSED	OPT_RATE	RAD_RATE	RATE_RAT	ERR	WARN	NEW	L1	L2	L3	ADEQ	TSDIST	ACTSEC	CLOSE	CL MPH	5 WRN	WB WRN	CLS 5	ACT 5
335.	VOLKSWAGO	SCIRRACO	2		7.	2.75	70.4	12.	46.	N	N	N	64.	76.762	0.33	0.33	23.506	17.6	1.336	N	N	N	Y	Y	Y	-	4.361	4022.8	17.6	12.	N	N	10.	70.
335.	VOLKSWAGO	SCIRRACO	2		7.	3.69	70.	12.	56.	Y	N	N	64.	62.216	0.94	1.27	15.474	17.6	0.877	N	N	N	Y	Y	Y	-	3.535	4023.7	17.6	12.	N	N	10.	70.
335.	VOLKSWAGO	SCIRRACO	2		7.	4.76	67.1	11.	75.	Y	N	Y	64.	45.265	1.07	2.34	15.842	16.867	0.939	N	N	N	Y	Y	Y	-	2.806	4024.8	16.87	12.	N	N	10.	65.
336.	TOYOTA	TERCEL	1		7.	24.11	63.1	10.	30.	N	N	N	53.6	119.43	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	8.143	4044.1	0.	0.	N	N	0.	55.
336.	TOYOTA	TERCEL	1		7.	24.51	63.5	10.	31.	N	N	N	63.6	115.42	0.4	0.4	10.01	14.667	0.682	N	N	N	Y	Y	Y	-	7.87	4044.5	10.01	7.	N	N	5.	65.
336.	TOYOTA	TERCEL	1		7.	25.48	63.1	9.	35.	Y	N	N	63.6	101.69	0.97	1.37	14.153	13.933	1.016	N	N	N	Y	Y	Y	-	7.704	4045.5	13.93	10.	Y	N	10.	65.
336.	TOYOTA	TERCEL	1		7.	30.92	57.6	9.	72.	Y	N	Y	63.6	47.022	5.44	6.81	10.05	13.2	0.761	N	N	N	Y	Y	Y	-	3.562	4050.9	10.05	7.	N	N	5.	60.
337.	TOYOTA	TERCEL	5		7.	31.47	69.	10.	31.	N	N	N	63.6	115.42	0.	0.	0.	0.	0.	N	N	Y	Y	Y	Y	-	7.87	4071.5	0.	0.	N	N	0.	70.
337.	TOYOTA	TERCEL	5		7.	31.48	70.	10.	31.	Y	N	N	63.6	115.42	0.01	0.01	0.	14.667	0.	N	N	N	Y	Y	Y	-	7.87	4071.5	0.	0.	N	N	0.	70.
337.	TOYOTA	TERCEL	5		7.	36.15	62.	8.	50.	Y	Y	N	63.6	59.505	4.67	4.68	11.973	13.2	0.907	N	N	N	Y	Y	Y	-	5.071	4076.2	13.2	9.	N	N	10.	60.
338.	MERCURY	MARQUI	3		8.	40.55	72.5	14.	30.	N	N	N	71.	133.87	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	6.519	4120.6	0.	0.	N	N	0.	75.
338.	MERCURY	MARQUI	3		8.	40.92	72.5	14.	33.	N	N	N	71.	121.27	0.37	0.37	34.043	20.533	1.658	N	N	N	Y	Y	Y	-	5.906	4120.9	20.53	14.	N	N	15.	75.
338.	MERCURY	MARQUI	3		8.	41.85	72.5	14.	38.	Y	N	N	71.	104.7	0.93	1.3	17.823	20.533	0.868	N	N	N	Y	Y	Y	-	5.099	4121.9	20.53	14.	N	N	15.	75.
338.	MERCURY	MARQUI	3		8.	43.32	72.5	13.	51.	Y	N	Y	71.	76.812	1.47	2.77	18.968	19.8	0.958	N	N	N	Y	Y	Y	-	4.029	4123.3	19.8	14.	N	N	15.	75.
339.	SUBARU	DL	1		9.	3.55	71.	22.	28.	N	Y	N	63.4	127.87	0.	0.	0.	0.	0.	N	N	Y	N	N	N	-	3.963	4143.6	0.	0.	N	N	0.	70.
340.	LINCOLN	CONTINENTA	4		9.	45.49	72.5	18.	40.	N	N	N	73.6	103.03	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	3.903	4185.5	0.	0.	N	N	0.	75.
340.	LINCOLN	CONTINENTA	4		9.	45.82	72.3	13.	42.	N	N	N	73.6	97.902	0.33	0.33	15.542	22.733	0.684	N	N	N	Y	Y	Y	-	5.135	4185.8	15.54	11.	N	N	10.	70.
340.	LINCOLN	CONTINENTA	4		9.	46.79	72.5	14.	50.	Y	N	N	73.6	81.486	0.97	1.3	16.924	19.8	0.855	N	N	N	Y	Y	Y	-	3.968	4186.8	19.8	14.	N	N	15.	75.
340.	LINCOLN	CONTINENTA	4		9.	47.49	72.5	15.	60.	Y	Y	N	73.6	67.123	0.7	2.	20.519	21.267	0.965	N	N	N	N	N	N	-	3.051	4187.5	21.27	15.	N	N	15.	75.
341.	MERCURY	MARQUI	3		10.	54.52	71.	8.	32.	N	N	N	71.	125.21	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	10.671	4254.5	0.	0.	N	N	0.	70.
341.	MERCURY	MARQUI	3		10.	54.89	71.	8.	33.	N	N	N	71.	121.27	0.37	0.37	10.638	11.733	0.907	N	N	N	Y	Y	N	-	10.335	4254.9	11.73	8.	N	N	10.	70.
341.	MERCURY	MARQUI	3		10.	54.95	71.	8.	33.	N	N	N	71.	121.27	0.06	0.43	0.	11.733	0.	N	N	N	Y	Y	Y	-	10.335	4255.	0.	0.	N	N	0.	70.
341.	MERCURY	MARQUI	3		10.	55.85	72.1	10.	38.	Y	N	N	71.	104.7	0.9	1.33	18.417	13.2	1.395	N	N	N	Y	Y	Y	-	7.138	4255.9	13.2	9.	Y	N	10.	70.
341.	MERCURY	MARQUI	3		10.	57.05	72.5	11.	45.	Y	Y	N	71.	87.679	1.2	2.53	14.18	15.4	0.921	N	N	N	Y	Y	Y	-	5.435	4257.1	15.4	11.	N	N	10.	75.
342.	PLYMOUTH	FURY	4		11.	50.31	75.2	10.	E2	N	Y	N	77.7	33.857	0.	0.	0.	0.	0.	N	N	Y	N	N	N	N	2.308	4310.3	0.	0.	N	N	0.	75.
343.	AMC	SPIRIT	2		15.	3.77	73.2	19.	36.	N	Y	N	72.	112.4	0.	0.	0.	0.	0.	N	N	Y	N	N	N	-	4.033	4503.8	0.	0.	N	N	0.	75.
344.	CHEVROLET		2		15.	34.8	66.9	14.	23.	N	N	N	69.1	171.2	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	8.338	4534.8	0.	0.	N	N	0.	65.
344.	CHEVROLET		2		15.	35.24	66.9	14.	24.	N	N	N	69.1	163.87	0.44	0.44	16.657	20.533	0.811	N	Y	N	Y	Y	Y	-	7.981	4535.2	16.66	11.	N	N	10.	65.
344.	CHEVROLET		2		15.	36.17	66.9	14.	28.	Y	N	N	69.1	139.79	0.93	1.37	25.894	20.533	1.261	N	Y	N	Y	Y	Y	-	6.808	4536.2	20.53	14.	Y	N	15.	65.
344.	CHEVROLET		2		15.	37.77	69.5	15.	38.	Y	Y	N	69.1	101.77	1.6	2.97	23.764	21.267	1.117	N	Y	N	Y	Y	Y	-	4.626	4537.8	21.27	15.	N	N	15.	70.
345.	OLDSMOBIL	WAGON	3		15.	52.79	61.1	10.	61.	N	N	N	79.8	71.896	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	4.902	4553.	0.	0.	N	N	0.	60.
345.	OLDSMOBIL	WAGON	3		15.	53.32	61.5	9.	63.	N	N	N	79.8	69.465	0.33	0.33	7.367	7.333	1.005	N	N	N	Y	Y	N	-	0.	4553.3	7.333	5.	N	N	5.	60.
345.	OLDSMOBIL	WAGON	3		15.	53.62	61.7	0.	65.	N	N	N	79.8	67.183	0.3	0.63	7.607	0.	0.	N	N	N	Y	Y	Y	-	0.	4553.6	0.	0.	N	N	0.	60.
345.	OLDSMOBIL	WAGON	3		15.	54.29	62.	0.	66.	Y	N	N	79.8	66.094	0.67	1.3	1.625	0.	0.	N	N	N	Y	Y	Y	-	0.	4554.3	0.	0.	N	N	0.	60.
346.	AUDI	5000	2		16.	21.85	71.	15.	32.	N	N	N	71.4	125.94	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	5.724	4581.9	0.	0.	N	N	0.	70.
346.	AUDI	5000	2		16.	22.15	71.	0.	34.	N	N	N	71.4	118.25	0.3	0.3	25.613	11.	2.328	Y	N	N	Y	Y	Y	-	0.	4582.2	11.	8.	N	N	10.	70.
346.	AUDI	5000	2		16.	23.12	72.1	19.	43.	Y	N	N	71.4	92.52	0.97	1.27	26.53	13.733	1.904	N	N	N	Y	Y	Y	-	3.32	4583.1	13.93	10.	N	N	10.	70.
346.	AUDI	5000	2		16.	23.99	59.	20.	61.	Y	Y	Y	71.4	63.834	0.87	2.14	32.972	28.6	1.153	N	N	N	N	N	N	-	2.176	4584.	28.6	20.	N	N	20.	70.
347.	CHEVROLET		3		17.	6.53	65.2	5.	61.	N	N	N	70.6	63.066	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	6.6	4526.5	0.	0.	N	N	0.	55.
347.	CHEVROLET		3		17.	6.93	65.2	5.	62.	N	N	N	70.6	61.973	0.4	0.4	2.733	7.333	0.373	N	N	N	Y	Y	N	-	8.451	4526.9	0.	0.	N	N	0.	55.
347.	CHEVROLET		3		17.	7.2	65.	0.	64.	N	N	N	70.6	59.89	0.27	0.67	7.715	3.667	2.104	N	N	N	Y	Y	Y	-	0.	4527.2	3.667	3.	N	N	0.	55.
347.	CHEVROLET		3		17.	7.8	54.5	0.	66.	Y	N	N	70.5	57.933	0.6	1.27	3.262	0.	0.	N	Y	N	Y	Y	N	-	0.	4527.8	0.	0.	N	N	0.	55.
347.	CHEVROLET		3		17.	10.8	65.	0.	81.	Y	N	Y	70.5	46.335	3.	4.27	2.966	0.	0.	N	Y	N	Y	N	N	-	0.	4530.8	0.	0.	N	N	0.	55.
348.	FORD		3		19.	11.77	47.	8.	51.	N	N	N	70.6	76.352	0.	0.	0.	0.	0.	N	Y	Y	Y	N	N	-	5.507	4751.8	0.	0.	N	N	0.	45.
348.	FORD		3		19.	12.15	45.7	8.	61.	N	N	N	70.6	53.066	0.36	0.36	36.906	11.733	3.145	N	Y	N	Y	Y	Y	-	5.375	4752.2	11.73	3.	N	N	10.	45.
348.	FORD		3		19.	13.12	44.9	5.	68.	Y	N	N	70.6	55.691	0.97	1.33	7.191	9.533	0.754	N	Y	N	Y	Y	Y	-	7.649	4753.1	0.	0.	N	N	0.	45.
349.	PONTIAC	TRANS AM	2		20.	23.19	72.5	2.	93.	N	N	N	72.4	40.884	0.	0.	0.	0.	0.	N	N	Y	Y	N	N	-	13.538	4923.2	0.	0.	N	N	0.	75.
349.	PONTIAC	TRANS AM	2		20.	23.7	74.5	2.	96.	N	N	N	72.4	39.459	0.51	0.51	2.794	2.933	0.953	N	N	N	Y	Y	N	-	13.452	4923.7	2.933	2.	N	N	0.	75.
349.	PONTIAC	TRANS AM	2		20.	24.53	72.5	2.	E2	Y	N	N	72.4	32.164	0.93	1.44	7.844	2.933	2.674	N	N	N	Y	Y	N	-	16.965	4924.5	2.933	2.	Y	N	0.	75.

C A R   A N T I - C O L L I S I O N